UNITED STATES AIR FORCE
AIRCRAFT ACCIDENT INVESTIGATION
BOARD REPORT

F-15C, S/N 80-0034

110th FIGHTER SQUADRON
131st FIGHTER WING
LAMBERT FIELD, ST. LOUIS IAP

LOCATION: DENT COUNTY, MISSOURI

DATE OF ACCIDENT: 2 NOVEMBER 2007

BOARD PRESIDENT:
COLONEL WILLIAM WIGNALL

Conducted IAW Air Force Instruction 51-503

Volume One of Three

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

08 JAN 2008

OFFICE OF THE COMMANDER
205 DODD BOULEVARD SUITE 100
LANGLEY AFB VA 23665-2788

MEMORANDUM FOR ACC/JA

SUBJECT: Accident Investigation Report – F-15C, S/N 80-0034, 110th Fighter Squadron, 131st Fighter Wing, St Louis IAP, ANG, 2 November 2007

I have reviewed the Accident Investigation Board Report regarding the F-15C, S/N 80-0034, that suffered an in-flight breakup during a basic fighter maneuver training sortie on 2 November 2007. The report prepared by Colonel William Wignall complies with the requirements of AFI 51-503. This report is approved.

JOHN D.W. CORLEY
General, USAF
Commander

Attachment:
Accident Investigation Board Report

EXECUTIVE SUMMARY

AIRCRAFT ACCIDENT INVESTIGATION

F-15C, T/N 80-0034
LAMBERT FIELD IAP, MISSOURI
2 NOVEMBER 2007

On 2 November 2007, at 0950 Central Standard Time (CST), four F-15C Eagle aircraft departed Lambert Field International Airport (Lambert Field IAP), St. Louis, Missouri (MO) to conduct an air-to-air training mission. At approximately 1011 CST, one of the F-15 aircraft, tail number 80-0034, broke apart in flight and impacted the ground in a wooded area approximately 4 miles south-southeast of Boss, MO; approximately 90 miles south-southwest of Lambert Field IAP. Despite injury to his left shoulder and arm caused by the in-flight breakup, the mishap pilot (MP) ejected successfully and parachuted to the ground. The MP was recovered by local rescue personnel and transported via Life Flight to a St. Louis-area hospital for medical treatment. The mishap aircraft (MA) was based at Lambert Field IAP and assigned to the 110th Fighter Squadron, of the 131st Fighter Wing. The mishap mission was flown in the Lindbergh and Salem Military Operating Areas (MOAs). Lindbergh and Salem MOAs are above predominately agricultural land and forest located approximately 70-150 miles to the southwest of St. Louis, MO. The MA was destroyed upon impact, and the resultant wreckage caused minimal damage to private property.

The mishap flight's mission was to conduct Basic Fighter Maneuvers involving one-on-one offensive attack and defensive maneuvering. During the MP's second engagement, he maneuvered in a nearly level right-hand turn at approximately 450 knots. With less than 7.8 times the force of gravity (G) loaded upon the aircraft, the MA began shaking violently side to side. The MP then transmitted, "Mick 2, knock it off!," while simultaneously rolling wings level and reducing to 1.5 Gs. Within seconds the forward fuselage broke apart from the aft portion of the MA. The MP successfully ejected after the in-flight break-up.

The accident investigation board president found, by clear and convincing evidence, the cause of this accident was a failure of the upper right longeron, a critical support structure in the F-15C aircraft. The MA upper longeron failed to meet blueprint specifications increasing localized stress in the thin web and leading to crack initiation. Engineering and metallurgy analysis of the recovered MA wreckage identified a fatigue crack in the thin web of the longeron near canted fuselage station (CFS) 377 which grew under cyclical flight loads and ultimately led to longeron failure. The longeron failure subsequently triggered a catastrophic failure of the remaining support structures and caused the aircraft to break apart in-flight.

Under 10 U.S.C. 2254(d), any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

SUMMARY OF FACTS AND STATEMENT OF OPINION
F-15C, T/N 80-0034
2 November 2007

TABLE OF CONTENTS

COMMONLY USED ACRONYMS AND ABBREVIATIONS

110 FS	110th Fighter Squadron
131 FW	131st Wing
623	Air Force Form 623, On-the-Job-Training Record
797	Air Force Form 797, Job Qualification Standard Continuation
ACC	Air Combat Command
ACES II	Advanced Concept Ejection Seat II
ACM	Air Combat Maneuver
AESG	Aeronautical Systems Group
AF	Air Force
AFB	Air Force Base
AFI	Air Force Instruction
AFIP	Air Force Institute of Pathology
AFMAN	Air Force Manual
AFRL	Air Force Research Laboratory
AFSC	Air Force Specialty Code
AFTO 781	Aircraft Forms Technical Order 781 Series
AGE	Aerospace Ground Equipment
AIB	Aircraft Investigation Board
AIM 9	Heat-Seeking Missile
ALS	Aircrew Life Support
AMU	Aircraft Maintenance Unit
AMXS	Aircraft Maintenance Squadron
ATC	Air Traffic Controller
AUX	Auxiliary
BFM	Basic Fighter Maneuver
BINGO	Minimum Fuel Required to Head Home
Boeing	Boeing Aircraft Company
C	Celsius
CAMS	Computer Automated Maintenance System
CAS	Control Augmentation System
CFS	Canted Fuselage Station
CMD	Countermeasure Dispenser
CSAR	Combat Search and Rescue
CST	Central Standard Time
CT	Continuation Training
Dash-1	A.F.T.O. 1F-15C-1 Flight Manual
DSN	Defense Switch Network
ECS	Environmental Control System
EEC	Electronic Engine Control
EOR	End of Runway
EP	Emergency Procedures
EPE	Emergency Procedures Evaluation
ER	Exceptional Releases
F-15C	F-15C Eagle
FDP	Flight Duty Period
FEM	Finite Element Model
FL	Flight Lead
FMC	Fully Mission Capable
FMT	Flight Mission Trainer
FO	Foreign Object
FOD	Foreign Object Damage
FS	Fighter Squadron/Fuselage Station
FTU	Flying Training Unit
ft	Feet
G	Force of Gravity
HPO	Hourly Post Flight Inspection
HUD	Heads up Display
ICS	Intercommunication Systems
IDG	Integrated Drive Generators
IFE	In-Flight Emergency
IMDS	Integrated Maintenance Data System
IP	Instructor Pilot
JOAP	Joint Oil Analysis Program
K	Thousand
Lambert Field	IAP-Lambert Field International Airport
Lindy	Lindbergh MOA
LOX	Liquid Oxygen
MA	Mishap Aircraft
MAJCOM	Major Command
MF	Mishap Flight
MFL	Mishap Flight Lead
MO	Missouri
MOA	Military Operating Area
MoANG	Missouri Air National Guard
MOC	Maintenance Operations Control
MP	Mishap Pilot
MPCD	Multi-Purpose Color Display
MQT	Mission Qualification Training
MSL	Mean Sea Level
NOTAMS	Notices to Airmen
OG	Operations Group
OTI	One Time Inspection
PA	Public Affairs
PDM	Programed Depo Maintenance
PE	Periodic Inspection
PLF	Parachute Landing Fall
QA	Quality Assurance
QC	Quality Check
QUAL	Qualification
RAP	Ready Aircrew Program
RED X	Safety of Flight
RESCAP	Rescue Combat Air Patrol
RPM	Revolutions Per Minute
RTB	Return to Base
RTU	Replacement Training Unit
S/N	Serial Number
SAR	Search and Rescue
SEFE	Standardization Evaluation Flight Examiner

SEPT	Situational Emergency Procedure Training
Sortie	Flight
Stan Eval	Standardization and Evaluation
T/N	Tail Number
TACAN	Tactical Aid to Navigation
TCTO	Time Compliance Technical Order
TEWs	Tactical Electronic Warfare Systems
TI	Tactical Intercept
TO	Technical Order
US	United States
USAF	United States Air Force
UWARS	Universal Water Activated Release System
VFR	Visual Flight Rules
VTR	Video Tape Recorder

SUMMARY OF FACTS

1. AUTHORITY, PURPOSE, AND CIRCUMSTANCES

a. Authority

On 7 November 2007, General John D.W. Corley, Commander, Air Combat Command (ACC), appointed Colonel William Wignall, to conduct an aircraft accident investigation of a mishap that occurred on 2 November 2007 involving an F-15C aircraft, tail number (T/N) 80-0034 in Dent County, Missouri (MO). (Tab Y-2) The investigation was performed in accordance with AFI 51-503, Aerospace Accident Investigations, and was conducted at Lambert Field International Airport (Lambert Field IAP), from 7 November 2007 through 13 December 2007. The board members were: Lieutenant Colonel Jimmy Bardin (Legal Advisor), Lieutenant Colonel Matthew Wessel (Pilot), Lieutenant Colonel Charles Kowitz (Investigating Officer), Major Robert Botkin (Maintenance), Major Kerry Murphy (Flight Surgeon), Major Eric Dopslaf (Assistant Investigating Officer), Captain Alexandra O'Hanley (Assistant Legal Advisor), Senior Master Sergeant Jeffrey Managhan (Life Support), Master Sergeant James Martinez (Paralegal), and Technical Sergeant Virginia Race (Transcriptionist). (Tab Y-2)

b. Purpose

The purpose of this investigation was to provide a publicly releasable report of the facts and circumstances surrounding the accident, including a statement of opinion on the cause or causes of the accident; to gather and preserve evidence for claims, litigation, disciplinary and administrative actions; and for other purposes. This report is available for public dissemination under the Freedom of Information Act (5 United States Code (U.S.C.) § 552) and Air Force Instruction (AFI) 37-131, *Freedom of Information Act Program,* published on 16 February 1995. This investigation is separate and apart from any safety investigation conducted pursuant to AFI 91-204, *Safety Investigations and Reports*, published on 14 February 2006, for the purpose of mishap prevention.

c. Circumstances

The accident investigation board (AIB) was convened to investigate a Class A mishap involving an F-15C aircraft, T/N 80-0034, assigned to the 131st Fighter Wing (131 FW), Lambert Field IAP, MO, which occurred during a training mission on 2 November 2007.
(Tab Y-2)

2. ACCIDENT SUMMARY

The mishap aircraft (MA), an F-15C, T/N 80-0034, departed Lambert Field IAP, at 0950 Central Standard Time (CST) on 2 November 2007, to conduct an air-to-air training mission. Approximately 21 minutes later, at a position approximately 90 miles south-southwest of Lambert Field IAP, the mishap pilot (MP), Major Stephen Stilwell, experienced violent shaking of the MA's forward fuselage. Seconds later, the aircraft broke into two pieces as the forward

fuselage separated from the main fuselage just aft of the cockpit. The MP successfully ejected from the aircraft prior to impact, but he sustained a dislocated left shoulder and shattered bone in his upper left arm. Civilian personnel responded to the mishap, recovered the MP, and transported him to a St. Louis-area hospital via a Life Flight helicopter. The MP received treatment for his injuries and was released. The MA was destroyed upon impact. The two parts of the fuselage landed approximately a half mile apart on a wooded hillside, causing minimal damage to private property. (Tab P-4) Financial loss to the Air Force totaled $41,749,726. (Tab P-2, P-3)

3. BACKGROUND

The 131 FW is located approximately 20 miles northwest of downtown St. Louis, MO and adjacent to the main terminal at Lambert Field IAP. The 131 FW is a reserve component of ACC, and its mission is to achieve and maintain air superiority with the United States Air Force (USAF) F-15 Eagle aircraft originally built by McDonnell Douglas (now Boeing Aircraft Company (Boeing)). Currently, there are 1,591 military members assigned to the wing and its subordinate units; all of which are components of the State of Missouri Air National Guard (MoANG). The 110th Fighter Squadron (110 FS), a subordinate unit of the 131 FW, flies the F-15C/D Eagle. Routine training consists of basic fighter maneuvers (BFM) missions designed to improve air-to-air combat skills.

The F-15C/D Eagle is an all-weather, extremely maneuverable, tactical fighter designed to gain and maintain air supremacy over the battlefield. The Eagle's air superiority is achieved through outstanding maneuverability and acceleration, range, weapons and avionics. The F-15 has electronic systems and weaponry to detect, acquire, track and attack enemy aircraft while operating in a friendly or enemy-controlled airspace. The weapons and flight control systems are designed so one person can safely and effectively perform air-to-air combat.

The first F-15A flight was accomplished in July 1972; however, the Eagle wasn't delivered to a combat squadron until two years later. Beginning in 1979, the single-seat F-15C and two-seat F-15D models, utilized for pilot training tasks, entered the Air Force inventory. The MoANG acquired the F-15A Eagle in 1991 and gradually replaced them with F-15C/D models in 2005.

F-15C/D aircraft were deployed to the Persian Gulf in 1991 in support of Operation Desert Storm where they proved their superior combat capability. F-15C fighters accounted for 34 of the 37 Air Force air-to-air victories. They have since been deployed in support of air expeditionary force deployments to Operations Provide Comfort and Northern Watch at Incrilik Air Base (AB), Turkey, Operation Southern Watch (no-fly zone in Southern Iraq), Allied Force in Bosnia, and Operations Enduring Freedom in Afghanistan and Iraqi Freedom in Iraq.

4. SEQUENCE OF EVENTS

a. Mission

The mishap mission was authorized by the 110 FS Director of Operations and was scheduled to take place 70-150 miles southwest of St. Louis in the Lindbergh and Salem Military Operating

Areas (MOAs). (Tab K-3 thru K-4, K-7 thru K-8, S-3). The mission was planned and briefed as basic fighter maneuver (BFM) training involving four F-15Cs with the callsigns Mick 1, Mick 2, Mick 3 and Mick 4. (Tab K-7 thru K-8, V-1.4 thru V-1.6, V-2.3, V-3.4) Mick 1 was the mishap flight lead (MFL) and Mick 2 was the MP. (Tab V-1.6, V-2.3) Mick 3 and Mick 4 were part of the mishap flight (MF), but upon reaching the airspace split from the flight to conduct their own BFM training. (Tab V-1.9 thru V-1.10, V-2.3 thru V-2.4) Mick 1 and Mick 2 operated in the center of the MOA while Mick 3 and Mick 4 conducted training in the western portion of the MOA. (Tab V-1.9, V-2.6)

BFM training consists of one fighter aircraft attacking another fighter aircraft within visual range of each other at pre-determined parameters of airspeed, altitude and distance between the aircraft. For this mission, the MP was the offensive fighter starting 9,000 feet (ft) behind the MFL and 40 degrees off the MFL's tail. (Tab V-1.10 thru V-1.12, V-2.6 thru V-2.7) The mission served as continuation training (CT) for Mick 1 and Mick 2. (Tab K-7)

b. Planning

Mick 1 planned and briefed the CT BFM sortie. The original planned training involved Air Combat Maneuvers (ACM), but Mick 1 modified the mission to separate BFM training because Mick 4 had not flown in the 30 days prior to 2 November 2007. (Tab V-2.3 thru V-2.4, V-3.4, V-4.4, K-7, G-23)

At 0745 CST on 2 November 2007, the operations supervisor briefed all pilots scheduled to fly that morning. (Tabs V-3.4, V-4.4, K-9 thru K-17) The mass briefing and the Mick flight coordination briefing were conducted in accordance with AFI 11-2F-15, Vol. 3, *F-15 Flying Operations,* published on 25 October 2005. (Tab V-1.6, V-2.5, V-3.4) The briefings covered administrative flight information, weather, Notices to Airman (NOTAMS), training rules and all items necessary to safely execute the planned BFM and alternate ACM training. (Tab V-1.6, V-2.4 thru V-2.5, V-3.8 thru V-3.9, F-3 thru F-14) According to witness interviews, the Mick flight pilots left the brief with a clear understanding of the primary and alternate missions. (Tab V-3.9)

After the coordination briefing, Mick 2, 3 and 4 proceeded to the Flight Mission Trainer (FMT) to complete Situational Emergency Procedure Training (SEPT) in accordance with AFI 11-2F-15, Vol. 1, *F-15 Aircrew Training,* published on 9 January 2007. (Tab V-1.7, V-3.4) All required emergency procedures were discussed and practiced. (Tab V-3.4)

c. Preflight

Mick flight received a final brief, conducted by the operations supervisor pursuant to AFI 11-418, *Operations Supervision,* dated 20 March 2007, before departing the squadron for the flight line. (Tab BB-2 thru BB-5, V-1.7, V-3.8, V-4.4) The brief addressed jet status and included a final check of the weather and NOTAMs. (Tab V-1.7, V-3.8, K-7 thru K-16, F-3 thru F-15) After arriving at the aircraft, the MP reviewed the MA forms and conducted an aircraft pre-flight walk-around. (Tab V-1.7) Engine start, taxi, and end-of-runway (EOR) final checks were uneventful. (Tab V-1.8, V-2.6, V-3.4)

d. Summary of Accident

Mick flight took off at 0950 CST and proceeded towards the Lindbergh and Salem MOAs as planned and briefed. (Tab V-1.8, V-2.6, V-3.5, V-4.5) On the way to the airspace Mick flight rejoined in a visual formation at an altitude of 21,000-22,000 ft, completing all required in-flight checks. (Tab V-1.9, V-2.6, V-3.5) Upon entering the Lindbergh MOA, Mick 1 directed Mick 3 and 4 off to the west side of the airspace. (Tabs V-1.9, V-2.6, V-3.5, V-4.5) Mick 1 and 2 then completed a force of gravity (G) warm-up exercise by completing two 180 degree turns loading 4-5 Gs upon the aircraft to assess proper functioning of their equipment and to prepare themselves for the high G-forces encountered during BFM training. (Tab V-1.10, V-2.6, N-3) During the training mission, Mick 2 was designated as the attacker and Mick 1 as the defender. (Tab V-1.10 thru V-1.11, V-2.6 thru V-2.7)

The MP's first engagement was an offensive BFM beginning at 9,000 ft of aircraft separation and 18,000 ft mean sea level (MSL). This engagement was executed as planned and was uneventful. (Tab V-1.10 thru V-1.11, V-2.6 thru V-2.7, N-3 thru N-4)

The MP's second engagement was another offensive BFM beginning at 9,000 ft of aircraft separation, also at 18,000 ft MSL. (Tab V-1.11, V-2.7, N-4) The aircraft flew parallel to each other, 2.4 nautical miles apart in a line abreast, tactical formation. (Tab V-1.11, V-2.7) The MP was on the east side of the formation as they proceeded northbound. (Tab V-1.11, V-2.7) The MFL began the engagement by turning the flight 45 degrees to the left and then reversed his turn. (Tab V-1.11, V-2.7, N-4) The MP obtained a radar lock on the MFL from a distance of 12,000 ft and began counting down the range between the two aircraft. At a distance of 9,000 ft, the MP transmitted over the radio, "9,000, fight's on." (Tab V-1.12, V-2.7, N-4) At the "fight's on" call, the MFL began an 8 G break turn to the right. (Tab V-2.7 thru V-2.8) The MP momentarily rolled wings level, accelerated to 453 knots, and initiated an offensive break turn by smoothly increasing the G-load on the aircraft to 7.8 Gs. (Tab V-1.12 thru V-1.13)

While in his offensive break turn, but prior to reaching 7.8 Gs, the MA began shaking violently side to side. The MP transmitted, "Mick 2, Knock it off!", while simultaneously rolling wings level and reducing the G-load on the aircraft to 1.5 Gs. (Tab V-1.13, V-2.8) The MFL echoed the MP's call stating, "Mick 1, knock it off!" (Tab V-2.8, N-4) The MFL then saw the MA break apart just behind the cockpit and transmitted, "Eject! Eject!" (Tab V-2.8, N-4) The MP initiated the ejection sequence at 1011:47 CST. (Tab N-4)

e. Impact

After the MP ejected, the MA impacted the ground in a wooded area approximately 4 miles south-southeast of Boss, MO. Coordinates of the main fuselage impact site are North 37 degrees 35 minutes 50 seconds by West 91 degrees 10 minutes 13 seconds. (Tab J-23) The forward fuselage impacted at North 37 degrees 36 minutes 10 seconds by West 91 degrees 10 minutes 08 seconds, approximately a half mile from the main fuselage. (Tab J-23) The main fuselage landed flat on its belly, slightly nose low, and burned until the fuel supply was depleted. There was no evidence of fire at the site of the forward fuselage impact. Pieces of aircraft debris were scattered across an area approximately a 1/2 mile wide and 3 miles long. (Tab J-23) Local authorities secured the crash site until investigators arrived. Wreckage debris was located and

global positioning coordinates were recorded for investigation purposes before it was transported from the crash site to Lambert Field IAP, MO. (Tab Q-3).

f. Life Support Equipment, Egress and Survival.

While the MA was in a right turn approaching 7.8 Gs, the MP detected a problem with the MA. (Tab V1.12 thru V1.14) As the MP rolled the MA out of the turn, it broke apart. The MP then initiated ejection at approximately 18,000 ft MSL. (Tab V-1.15)

The F-15C aircraft is equipped with an Advanced Concept Ejection Seat II (ACES II). (Tab H-3 thru H-4) The MP ejected within the rated airspeed and altitude parameters of the ACES II. According to the MFL, the MP ejected within the mode III ejection envelope, which is defined as ejections occurring above 15,000 ft MSL. (Tab H-3 thru H-4) All systems within the ACES II ejection seat functioned as designed. (Tab H-3)

After initiating ejection, the MP descended in the ejection seat to approximately 15,000 ft, at which time the seat automatically released the drogue chute. (Tab V-1.15 thru V-1.16) The drogue chute is designed to slow the seat and control decent above 15,000 ft. After the drogue chute released, the MP was separated from the seat and his recovery parachute deployed as designed.

During descent, the MP performed his post-ejection checklist to ensure his parachute canopy was in good condition and the survival kit was deployed. (Tab V-1.16) He then completed a two-line jettison procedure to reduce the parachute oscillation and execute a more controlled landing. (Tab V-1.16) Because of injuries to his left shoulder and arm caused by the in-flight break up, the MP did not attempt to remove his mask or accomplish a four-line jettison; he steered the parachute exclusively with his right hand. (Tab V-1.16)

Prior to landing, the MP stabilized his left arm to protect himself from additional injury. (Tab V-1.19) The MP accomplished a parachute landing fall (PLF), a parachute landing procedure designed to minimize injury, to the right to avoid trees. (Tab V-1.19)

After landing, the MP released his left parachute riser and then the right parachute risers. (Tab V-1.20) The MP then performed an injury self-assessment without moving to prevent further injury to his left shoulder and arm. (Tab V-1.20) A local resident arrived on scene shortly after the mishap, retrieved the radio from the MP's survival kit and offered it to the MP. The MP, concerned he would aggravate his injuries, opted to not use the radio. (Tab V-1.24) Records indicate life support survival equipment and egress inspections were current. (Tab H-10 thru H-11)

The Accident Investigation Board (AIB) life support technical advisor examined the MP's recovered equipment and identified the following damage: scratches on back and sides of the helmet; broken visors ripped off the helmet; and a shredded pencil pocket on the left sleeve of the MP's flight suit. (Tab H-11) The technical advisor also noted a slide fastener was torn from the right leg of the anti-G suit that was later recovered from the cockpit wreckage. (Tab H-11) Additionally, there was a dent in the ejection seat rail and the left pitot tube of the parachute container was damaged. (Tab H-4)

g. Search and Rescue (SAR)

At 1011:50 CST Mick 1 called, "Knock it off! Knock it off!" over the area common radio frequency and then, acting as the on-scene commander, directed Mick 3 and 4 to switch to Mick 1's frequency. (Tab V-3.5, N-4) While circling the crash site, Mick 1 confirmed he saw a parachute and passed the coordinates of the crash site to the operation supervisor through Mick 3. He then instructed Mick 4 to contact Kansas City Center with the coordinates of the crash site and inquire about helicopters in the area. (Tabs V-3.11, V-4.6, N-4 thru N-6)

At 1022:45 CST, Mick 1 reported Mick 2 was on the ground. (Tab N-7) Mick 1 radioed he saw cars on a road about 100 feet north of Mick 2's location. (Tab N-12) Mick 1 continued to circle the crash site until 1040 CST when he reached "bingo" fuel, a predetermined fuel state requiring the pilot to return to base. He then transferred responsibility of the on-scene commander to Mick 3. (Tab V-3.6, N-11 thru N-12) Mick 3 and Mick 4 remained above the crash site until arrival of the Life Flight helicopter, at which time they returned to Lambert Field IAP. (Tabs V-3.6 thru V-3.7)

Because of injuries to his left arm and shoulder, Mick 2 chose not to use any of his survival equipment. (Tab V-1.20) Local residents were the first to find Mick 2 and tried to assist him. (Tab V1.22) Unaware of the extent of his injuries, Mick 2 directed the local residents to get help and not touch him or his equipment. (Tab V1.22 thru V1.24) Local law enforcement arrived within minutes and coordinated Mick 2's immediate care. (Tab V1.24) Approximately 30 minutes after Mick 2 ejected, Life Flight personnel transported him to Barnes Jewish Hospital in St. Louis, MO. (Tab V1.24 thru V1.25)

h. Recovery of Remains

Not applicable.

5. MAINTENANCE

a. Forms Documentation

Maintenance history for Air Force aircraft is manually documented in the Aerospace Vehicle Flight Report and Maintenance Record (commonly referred to as the Aircraft Forms Technical Order Form 781 series (AFTO 781)) and in two computer database systems, the Core Automated Maintenance System (CAMS) and the Integrated Maintenance Data System (IMDS). The AFTO 781 is a hard-copy record of the complete history and current status of each aircraft to include discrepancy and malfunction information. CAMS is predominately the maintenance unit's working electronic record of aircraft repairs and personnel time accountability. IMDS is an electronic management database designed to generate more complex reports than CAMS.

According to AFTO 781 historical data, at the time of the mishap the MA had flown a total of 5,868.2 hours and was fitted approximately one year ago with two Pratt & Whitney F-100/100 engines. (Tab D-3) Maintenance records indicate MA's #1 engine (left engine) operated a total of 6,354.1 hours and MA's #2 engine (right engine), operated a total of 8,295.8 hours. (Tab D-3)

During the 90 days prior to the accident, the MA flew 19 sorties for a total of 31.7 hours. (Tab U-3 thru U-161) The MA's active and historical AFTO 781 did not reflect pre-existing engine, mechanical, or, structural discrepancies. Additionally, there were no electrical failures or flight control anomalies annotated in the maintenance records. (Tab D-4 thru D-23) CAMS records for 90 days prior to the mishap confirmed all of the AFTO 781 data (Tab D-3 thru D-23). According to CAMS, the MA had a single outstanding Time Compliance Technical Order (TCTO) 1F-15-1543, for a pending egress system maintenance; however, the TCTO did not restrict the MA from flying. (Tab D-10 thru D-23)

b. Inspections

Phase inspections are regularly-scheduled maintenance performed on Air Force aircraft at pre-determined flying hour intervals. The F-15 has a reoccurring 200- flight hour phase inspection cycle known as the Hourly Post-Flight inspection (HPO). The MA maintenance crew completed a more extensive 200-flight hour inspection at the 600 HPO between 26 March 2007 and 9 April 2007. (Tab D-3) During the 600 HPO, all scheduled/unscheduled maintenance, inspections, delayed discrepancies, outstanding TCTOs, and One Time Inspections (OTI) were completed and properly documented. The next scheduled 200-flight hour phase inspection would have been due in approximately 134 flight hours. (Tab D-17) At 1200-flight hour intervals, aircraft undergo a more comprehensive inspection known as a Periodic Inspection (PE). This inspection is performed at the depot on Warner-Robbins Air Force Base (AFB), Georgia. The last Programmed Depot Maintenance (PDM) was completed on 9 November 2003. (Tab D-3)

The MA was equipped with two Pratt and Whitney F100-100 engines. (Tab D-17) These engines were overhauled according to a time replacement schedule determined by the engine cycles (starts), general operating time, and operating time above certain temperatures. (Tabs B-18, D-3) The engines are inspected prior to each flight and receive more extensive inspections during HPO inspections and at specific times during the engine life cycle.

The MA's left engine was installed on 24 October 2006, and operated 231.3 hours in the 90 days prior to the 2 November 2007 mishap. (Tab D-3) The MA's right engine was installed on 6 December 2006, and operated 177.2 hours in the 90 days prior to the mishap. (Tab D-3) Neither engine had any outstanding TCTOs, any significant post-installation engine maintenance or any unscheduled maintenance relevant to the mishap. (Tab D-17 thru D-24)

At 0830 CST, on the day of the mishap, a routine preflight inspection was conducted on the MA, (Tab D-4) The maintenance documentation indicates that all MA inspections were accomplished in accordance with AFI 21-101, *Aircraft and Equipment Maintenance Management*, published on 29 June 2006.

c. Maintenance Procedures

An extensive review of all documentation revealed maintenance procedures, practices and performance were in compliance with Technical Order (TO) specifications (Tab D-3 thru D-24). As of 2 November 2007, the date of mishap, no inspection requirements existed for detecting a

crack in the longeron. Inspection criteria for the forward fuselage were never developed because during initial fatigue testing on the aircraft, no fatigue failures or cracks were detected in the forward fuselage structures.

d. Maintenance Personnel and Supervision

Interviews conducted with maintenance personnel confirm all preflight activities were normal and all personnel involved in the MA preflight and launch were experienced and qualified. (Tabs G-56, V-5 thru V- 15) Maintenance supervisors were engaged in daily maintenance activities and actively involved in the repair and launch of aircraft. Maintenance training records including AF Form 623 (Individual Training Record), Career Field Education and Training Plans and AF 797 (Job Qualification Standard Continuation/Command JQS) were reviewed for personnel involved with the MA. The MA crew had current, adequate training and certifications in accordance with Air Force directives. (Tab G-56) Collectively, the crew members maintained the required skill levels, experience, and qualifications to perform all assigned duties. (Tab G-56) The MA preflight servicing, weapons loading operations, end of runway inspections, supervision, and performance complied with all current TOs and instructions.

e. Fuel, Hydraulic and Oil Inspection Analysis

Periodically, engine oil samples are taken and analyzed for possible contamination and engine wear. This process is called the Joint Oil Analysis Program (JOAP). The last JOAP sample, taken 31 October 2007, revealed no engine abnormalities. (Tab D-28 thru D-29)

Air Force Manual (AFMAN) 91-223, *Aviation Safety Investigation and Report,* published on 6 July 2004, mandates mishap investigators take samples of the Liquid Oxygen (LOX), oil and hydraulic fluids from the MA servicing equipment for testing. A LOX sample was not obtained because of a leak in the servicing equipment; however, all other servicing equipment test results were normal. (Tab D-25 thru D-27) No evidence was found that servicing equipment contributed to the mishap. Collection and analysis of post-mishap fluids were not possible due to the catastrophic damage to the MA.

f. Unscheduled Maintenance

A comprehensive review of the MA AFTO 781 records from 90 days prior to the mishap revealed that unscheduled maintenance actions were not relevant to this mishap. (Tab U-3 thru U-161)

6. AIRCRAFT AND AIRFRAME, MISSILE, OR SPACE VEHICLE SYSTEMS

a. Condition of Systems

Although the aircraft was destroyed in the mishap, significant portions were recovered and examined. The aircraft wreckage debris field was spread over an area approximately a 1/2 mile wide and 3 miles long. (Tab J-53, J-128) Technical experts evaluated the wreckage on site and then reconstructed portions of the wreckage in a cradle at Lambert Field IAP. Additionally,

pieces of the MA wreckage were sent to Boeing and Air Force Research Laboratory (AFRL) materials laboratories for additional analysis.

b. Analysis of Engines

The engines were examined at the main wreckage site. Technical experts determined at the time of the mishap, the MA engines were operating normally and engine damage was consistent with ground impact. (Tab J-9, J-133)

c. Analysis of Cockpit Canopy System

The MA cockpit canopy was found in the debris field detached from the aircraft. (Tab J-23, J-128) The canopy glass was shattered and the forward rails and frame were broken. The MA canopy damage was consistent with abnormal in-flight release. Normally, during the ejection sequence, the canopy remover strikes a release mechanism which unlocks the canopy; however, the MA canopy remover never made contact with the release mechanism and the canopy locks remained in the locked position. (Tab J-12, J-130) Dents and markings in the cockpit indicate the canopy struck the ejection seat rail as it departed the MA prior to the MP's initiating the ejection sequence. (Tab J-12, J-13) Abnormal release of the canopy during in-flight breakup did not compromise ejection.

d. Analysis of Flight Controls

All flight control surfaces were examined at the main fuselage wreckage site. The right vertical stabilizer and rudder broke free from the MA at ground impact and is considered secondary damage to fuselage break up. (Tab J-9) Comparison between Boeing's analysis of the MA cockpit head-up display (HUD) data and simulator data indicates the flight controls were operating normally prior to fuselage break up. (Tab J-28, J-127)

e. Analysis of Environmental Control System

All environmental control system (ECS) bay components from the MA were recovered and evaluated. There was no evidence of MA ECS component failure as a result of fire, explosion, or detachment from the mounting structure. (Tab J-14, J-131)

f. Analysis of Ejection System and Life Support Equipment

The MA ejection system operated properly in Mode III ejection. (Tab H-6) The MP's life support equipment was sent to the 77th Aeronautical Systems Group for evaluation. Analysis confirmed the MP's life support equipment functioned properly and reported damage is consistent with the ejection, break-up and recovery events. (Tab H-20 thru H-39)

g. Analysis of Landing Gear System

Engineering experts determined the MA's main landing gear was extended and the nose landing gear retracted at ground impact. (Tab J-14) Separation of the forward fuselage from the main fuselage pulls the emergency landing gear cable in tension. This allows the gear to free fall to the down and locked position. No electrical power or hydraulic power is necessary to extend the

gear in the emergency mode. The positioning of the landing gear in the debris field is consistent with in-flight break-up of the aircraft fuselage and subsequent damage to the emergency extension system. (Tab J-14 thru J-15)

h. Analysis of Structural Failure

Evaluation of the MA forward fuselage wreckage and main fuselage wreckage in the debris field indicates the MA broke apart in flight at the canted fuselage station (CFS) 377 bulkhead. (Tab J-12, J-13, J-61, J-127)

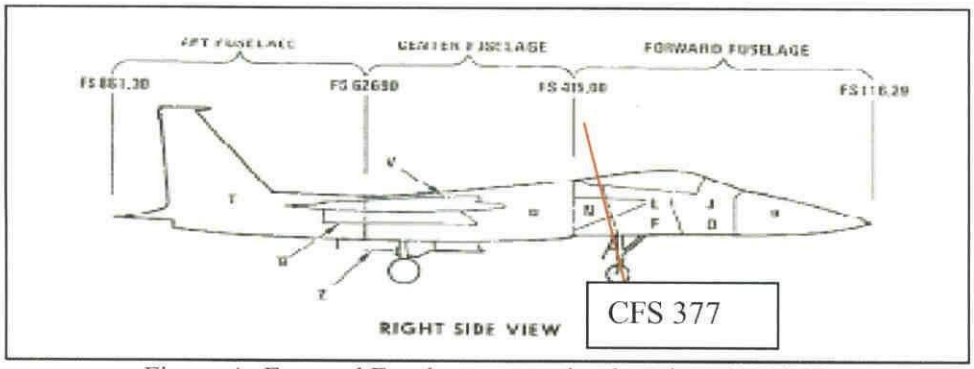


Figure A, Forward Fuselage separation location, CFS 377.

The engineering report states the MA break-up was initiated by failure of the right upper longeron just forward of the CFS 377 bulkhead splice. The upper longerons in the forward fuselage are single load-path structures. Failure of either longeron will result in loss of the structural capability to carry the applied loads. (Tab J-13, J-62, J-130, J-134, J-137 thru J-138)

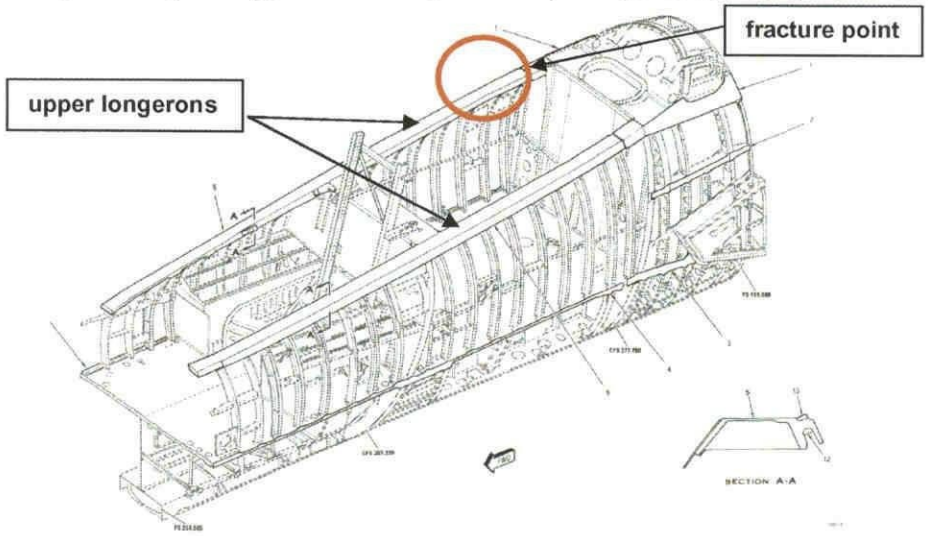


Figure B, Location of fuselage longeron failure in CFS 377.

Boeing and AFRL laboratory surface fracture analyses identified a fatigue crack with multiple origins in the upper web of the MA longeron. The fatigue crack progressed both inboard and outboard through the web. As the crack continued to grow through the inboard flange of the

longeron, the crack eventually led to overload failure of the remaining longeron section. (Tab J-33 thru J-38, J-61 thru J-62, J-138 thru J-139)

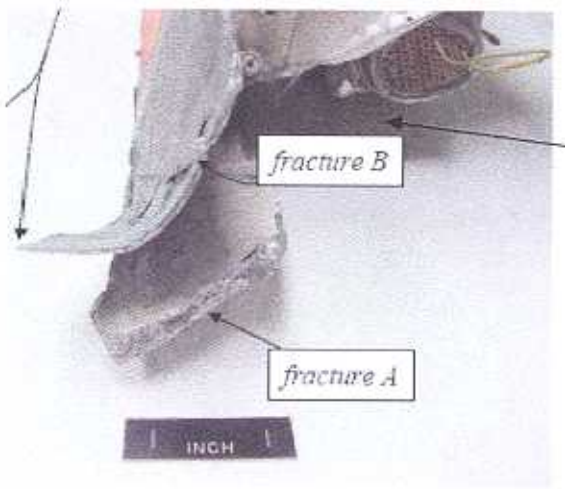


Figure C, MA's damaged upper right longeron.

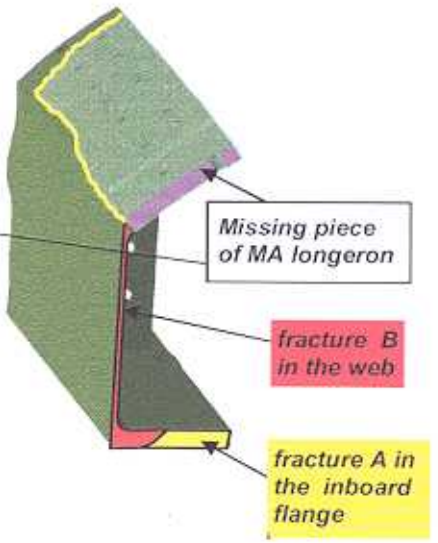


Figure D, Graphic depiction of failed longeron.
(Longerons above are lying on the inboard flange)

Boeing Finite Element Model (FEM) analysis demonstrates failure of the longeron in the CFS 377 bulkhead leads to catastrophic failure of the remaining forward fuselage structure. (Tab J-37, J-38, J-135) Dimensional analysis of the MA longeron in the 377 CFS area indicated the crack initiated in a thin section of the web measuring 0.039 to 0.073 inches. (Tab J-36, J-60, J-132) The blueprint thickness requirement for the web is a minimum of 0.090 inches. (Tab J-60) The MA web thickness did not meet blueprint specifications. (Tab J-60)

7. WEATHER

a. Forecast Weather

The forecast weather at Lambert IAP, MO for the mishap mission was clear skies, 10 nautical miles visibility and calm winds. Winds were forecast 5 knots out of the south at the time of take off. (Tab F-3 thru F-8)

b. Observed Weather

Observed weather at Lambert IAP, MO was clear skies, 9 miles visibility, calm winds, and the altimeter setting was 30.28 inches. The weather in the Lindbergh MOA was clear skies, westerly winds 15 to 25 knots. (Tab F-15 thru F-16, V-4.4)

c. Space Environment

Not applicable.

d. Conclusions

The mission was flown in accordance with weather requirements set forth in AFI 11-202, Vol. 3, *General Flight Rules*, 5 April 2006 and AFI 11-214, *Air Operations Rules and Procedure,* updated 11 April 2007. Weather was not a factor in this mishap.

8. CREW QUALIFICATIONS

The MP was a qualified mission ready, flight lead in the F-15A-D model aircraft. (Tab G-19) At the time of the accident, all necessary flight currencies were up-to-date and all required training for the planned mission was current pursuant to AFI 11-2F-15 Vol. 1, *F-15 Aircrew Training,* published on 9 January 2007. The MP performed his last mission evaluation on 14 April 2007, and his last instrument/qualification evaluation on 10 August 2007. He was rated qualified with no discrepancies noted on either evaluation. (Tab G-31 thru G-41) The following items were out of currency but had no impact on the mission: formation takeoff and formation landing. (Tab G-24)

9. MEDICAL

a. Qualifications

The MP's annual flight physical dated 7 September 2006 indicated he was qualified for worldwide military duty and fully medically qualified for flight duty. (Tab O-4, O-11) Additionally, the remaining mishap flight pilots (MF) and the maintenance crew members were medically qualified for duty at the time of the mishap. (Tab O-3 thru O-12)

b. Health

The AIB medical advisor reviewed the MP's medical and dental records in addition to his 72-hour and 14-day history reports. The records indicate the MP was in good health; his records did not show any recent performance-limiting injuries or illnesses prior to the mishap. (Tab O-4, O-11) According to medical records, the remaining MF and maintenance members were in good health prior to the mishap.

The MP successfully ejected from the aircraft at an altitude of approximately 18,000 ft MSL and minimized his injuries by directing his parachute to a clearing. (Tab V-1.17) According to the MP's testimony, he injured his arm and shoulder during the aircraft break up just prior to the ejection sequence. (Tab V-1.14 thru V-1.16) Review of the available evidence suggests that as the canopy forcefully detached from the aircraft it struck the MP in the upper left arm and shoulder. (Tab H-4 thru H-5)

The MP sustained a comminuted fracture (bone shatter fracture) dislocation of the left humerus, as a result of substantial blunt force trauma to his left upper arm. (Tab O-22) According to his interview, this injury prevented the MP from pulling the ejection seat handle with his left hand. (Tab V-1.15) After ejecting and parachuting to the ground, the MP complained of neck and back pain in addition to his left shoulder and arm injury. (Tab V-1.21) Evaluation at Barnes Jewish

Hospital confirmed the MP's arm and shoulder injury, but no additional significant injuries were identified. (Tab O-22)

c. Toxicology

Immediately following the mishap, in accordance with AFI 91-204, *Safety Investigations and Reports*, published on 14 February 2006, the commander directed toxicology testing for all personnel involved in the flight and the launch of the MA. Blood and urine samples were submitted to the Armed Forces Institute of Pathology (AFIP) for toxicological analysis. These tests are used to identify carbon monoxide and ethanol levels in blood and to detect traces of drugs in urine. Carbon monoxide testing was not accomplished on the MP because a preservative used to prevent blood from clotting was not added to the sample and made the specimen unsuitable for carbon monoxide testing. (Tab O-15) Testing revealed that carboxyhemoglobin saturations in the remaining MF and MA maintenance members were normal. (Tab O-13 thru O-14, O-16 thru O-21)

AFIP examined serum for the presence of ethanol at a cutoff of twenty milligrams per a deciliter. AFIP detected no ethanol in the MP's serum. (Tab O-15) Ethanol results were also negative for the MF and MA maintenance members. (Tab O-13 thru O-14, O-16 thru O-21)

Furthermore, AFIP screened the MF and MA maintenance members' urine for amphetamine, barbiturates, benzodiazepines, cannabinoids, cocaine, opiates and phencyclidine by immunoassay or chromatography. AFIP detected none of these drugs in the MP, MF or MA maintenance members. (Tab O-13 thru O-21)

d. Lifestyle

There is no evidence of unusual habits, behavior or stress on the part of the MP, MF or MA maintenance members that contributed to this accident.

e. Crew Rest and Crew Duty Time

Air Force Instructions require pilots have proper "crew rest," prior to performing in-flight duties. AFI 11-202, Volume 3, *General Flight Rules*, published on 5 April 2006, defines normal crew rest as a minimum of a 12-hour non-duty period before the designated flight duty period (FDP). During crew rest, an aircrew member may participate in meals, transportation or rest as long as he or she has the opportunity for at least eight hours of uninterrupted sleep.

A review of the MP and MFL's duty cycles leading up to the mishap indicates both pilots had adequate crew rest in accordance with AFI 11-202. The MP's last flight prior to the mishap occurred on 11 October 2007 and the MFL's last flight before the mishap was on 31 October 2007. (Tab G-14, G-22) Additionally, the MP and MFL complied with the crew rest and duty day requirements for 2 November 2007. Neither the MP nor the MFL suffered from stress, pressure, fatigue or lack of rest prior to or during the mishap sortie.

10. OPERATIONS AND SUPERVISION

a. Operations

The MP is a current and qualified F-15 pilot with nearly 1,400 hours of flight time in the F-15. (Tab G-5 thru G-16, G-21) The MFL is a current and qualified F-15 instructor pilot (IP) and F-15 flight examiner in accordance with AFI 11-202 Vol. 2, *Aircrew Standardization/Evaluation Program,* published on 19 September 2007. Additionally, the MFL has over 3,500 hours of flight time in the F-15. (Tab G-17 thru G-21)

b. Supervision

The 110 FS operations supervisor ensured the MF was current and qualified for the BFM training mission. (Tab G-23, G-24) The MFL, who was also the squadron commander, provided the preflight briefing for the MF. (Tab V-1.6) The operations supervisor on 2 November 2007 was a current and qualified 4-ship flight lead and flight commander. (Tab G-20) He provided a standard briefing to the Mick flight (Tab V-1.7) in accordance with, AFI 11-418, *Operations Supervision*, published on 20 March 2007. There are no operations or supervision issues relevant to the mishap.

11. HUMAN FACTORS

Human error is the single greatest mishap hazard. It is identified as a causal factor in 80-90 percent of mishaps and is present but not causal in 50-60 percent of all mishaps. A human factor is any environmental factor or individual psychological factor a human being experiences that contributes to or influences his performance during a task.

The Department of Defense Human Factors Analysis and Classification System utilizes a four tier model in order to systematically assess the myriad of potential human factors that may or may not be relevant to an accident investigation. These four main tiers of failures/conditions are: Acts, Preconditions, Supervision, and Organizational Influences. The human factor model examines these tiers from three perspectives: Cognitive Viewpoint and Human System Interaction and Integration, Human to Human Interaction, and Sociocultural and Organization. (Tab BB-6)

MP acts, Preconditions, Supervisory and Organizational Influences were not factors in this mishap event. The MP's actions during the mishap sequence were focused, precise and appropriate; his actions did not contribute to the mishap. The MA maintenance personnel were well-trained, experienced and qualified. A through review of maintenance procedures and records indicate neither errors nor adverse trends contributed to the accident.

12. GOVERNING DIRECTIVES AND PUBLICATIONS

a. Primary Operations Directives and Publications

1. Air Force Instruction (AFI) 11-2F-15, Volume 1, *F-15--Aircrew Training*, 19 July 2004
2. AFI 11-2F-15, Volume 2, *F-15--Aircrew Evaluation Criteria*, 3 February 2004
3. AFI 11-2F-15, Volume 3, *F-15--Operations Procedures*, 21 July 2004
4. AFI 11-202, Volume 1, *Aircrew Training*, 23 November 2005
5. AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 17 June 2002
6. AFI 11-202, Volume 3, *General Flight Rules*, 16 February 2005
7. AFI 11-214, *Air Operations Rules and Procedures*, 22 December 2005
8. AFI 11-301, Volume 1, *Aircrew Life Support (ALS) Program*, 19 July 2002
9. AFI 11-401, *Aviation Management*, 15 December 2004
10. AFI 11-403, *Aerospace Physiological Training Program*, 20 February 2001
11. AFI 11-418, *Operations Supervision*, 21 October 2005
12. AFI 11-421, *Aviation Resource Management*, 1 November 2004
13. AFI 51-503, *Aerospace Accident Investigations*, 16 July 2004
14. AFI 91-204, *Safety Investigations and Reports,* 14 February 2006
15. Technical Order (T.O.) 1F-15A-1, *Flight Manual, USAF Series F-15A/B/C/D Aircraft Block 7 and Up*, 15 November 2000 with Change 13 dated 1 June 2005

b. Maintenance Directives and Publications

1. AFI 21-101, *Aerospace Equipment Maintenance Management*, 1 June 2004
2. AFI 21-124, *Oil Analysis Program*, 4 April 2003
3. T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies and Procedures*, 30 April 2003 with Change 3 dated 31 May 2005
4. T.O. 33-1-37, *Joint Oil Analysis Program Laboratory Manual, Volume I,* 1 July 2005 with Change 4 dated 7 December 2005, *Volume II*, 1 July 2005 with Change 4 dated 7 December 2005, *and Volume III*, 1 December 2004 with Change 37 dated 7 December 2005

NOTICE: The AFIs listed above are available digitally on the AF Departmental Publishing Office internet site at: **http://www.e-publishing.af.mil.**

c. Known or Suspected Deviations from Directives or Publications

There are no known or suspected deviations from directives or publications by crew members or others involved in the mishap mission.

13. NEWS MEDIA INVOLVEMENT

a. Initial Queries and Reports.

According to the MoANG public affairs officer, initial media interest related to the mishap was moderate. Reporters from local television stations covered the mishap. Written media, both

national and international, also covered the mishap. Samples of media coverage retrieved from the worldwide web are attached at Tab DD.

b. Media Visits to the Crash Site.

A privately owned news helicopter flew in the airspace and recorded the mishap site shortly after the mishap.

c. Subsequent Media Interest.

Media interest has been very high regarding the mishap's impact on the F-15 fleet. Examples of this coverage are included at Tab DD.

14. ADDITIONAL AREAS OF CONCERN

No additional areas of concern contributed to this aircraft accident.

WILLIAM WIGNALL, Colonel, USAF
President, Accident Investigation Board

STATEMENT OF OPINION

F-15C, T/N 80-0034 ACCIDENT
2 November 2007

Under 10 U.S.C. 2254(d), any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

1. OPINION SUMMARY

As a result of the investigative process, I find, by clear and convincing evidence, the cause of this accident was the failure of the upper right longeron, a critical support structure in the F-15C aircraft, because the longeron failed to meet blueprint specifications. Engineering and metallurgy analysis of the recovered mishap aircraft (MA) wreckage identified a fatigue crack in the thin web of the longeron near canted fuselage station (CFS) 377 which grew under cyclical flight loads and ultimately led to longeron failure. The longeron failure subsequently triggered a catastrophic failure of the remaining support structures and caused the aircraft to break apart in-flight. These findings are supported by witness interviews, technical analyses results, examination of relevant documents, and the review of in-flight recorded data.

2. DISCUSSION OF OPINION

a. Overall Considerations

Based on interviews, training records and aircraft documentation, operations, supervision, mission planning, briefing, preflight, and flight operations associated with the accident did not cause the mishap event. All maintenance supervision records, MA Maintenance reports, unscheduled maintenance documentation, aircraft inspection reports, and policies were in good order and in compliance with applicable instructions. Furthermore, witness interviews and documentation confirmed weather conditions, pilot qualifications and flight supervision did not contribute to the mishap. After reviewing applicable medical histories, toxicology tests and witness interviews, human error was eliminated as a possible mishap factor. As a result, the accident investigation board focused its investigation and analysis on the structures of the aircraft surrounding the area of the aircraft break-up.

b. Engineering Analysis

Material engineers from Boeing Aircraft Company (Boeing) and the Air Force Research Laboratory inspected and analyzed several critical structural components from the MA and discovered a structural flaw in the MA's upper right longeron - a fatigue crack with multiple

origins present in the web of the upper right longeron immediately forward of CFS 377. The crack grew through the inboard flange until overload failure of the remaining longeron section occurred. Boeing's finite element modeling confirmed a failure of the longeron in this area would be catastrophic and lead to complete failure of the remaining structure and aircraft break-up.

AFRL material engineers found the longeron web thickness in the MA did not meet blueprint specification. In this case, the MA longeron's failure to meet blueprint specification increased localized stress in the thin web and led to crack initiation. The crack grew undetected and led to catastrophic failure of the MA. Prior to the mishap event, no inspection criteria existed to inspect the longerons in the forward fuselage. Inspection criteria for the forward fuselage were never developed because during initial fatigue testing on the aircraft, no fatigue failures or cracks were detected in the forward fuselage structures.

WILLIAM WIGNALL, Colonel, USAF
President, Accident Investigation Board

TAB A

DISTRIBUTION LETTER AND SAFETY INVESTIGATOR INFORMATION

INTENTIONALLY

LEFT

BLANK

A1. ORDER APPOINTING ISB

MEMORANDUM FOR ACC/SE, COMACC

FROM: NGB/SE

Sir, in accordance with AFI 91-204 and COMACC direction, and on behalf of the Director, Air National Guard, ANG nominates the following to serve on the Safety Investigation Board for the 131 FW F-15 Class-A that occurred on 2 Nov 07. The nominated IO is the current POC for the SIB members on admin matters. Pending approval, per nominated BP, SIB plans to arrive at STL in the afternoon of 5 Nov.

BOARD PRESIDENT (nominated to COMACC by DANG under separate cover): Colonel Timothy "Tiny" Lynch, 102 OG/CC, highly experienced F-15 FWIC graduate, combat veteran, BPC-grad, commander.

INVESTIGATING OFFICER: Lt Col Jeffrey "Homer" Samuel, 159 FW/SE, highly experienced F-15 Instructor Pilot, AMIC and Chief of Safety grad, 2500 hours, 400+ combat hours, former Kolligian Trophy winner.

PILOT MEMBER: Lt Col Matt "Weasel" Wessel, Alert Det OIC, Current and qualified F-15C 4-ship flight lead, flight commander, former F-14 exchange officer to 1 FW, 10+ years in F-15, combat veteran, 1300 Eagle hours, 1100 Tomcat hours.

MAINTENANCE MEMBER: Maj Robert Botkin, 125 MXS/CC, experienced F-15 MX squadron commander with safety training.

FLIGHT SURGEON: Maj Kerry Murphy, 106 RQW/SG, Fully certified ACC flight surgeon with Long Island rescue wing.

LIFE SUPPORT: SMSgt Jeff Managhan, Experienced and fully qualified Aces-II ejection seat and fighter (F-16) life support.

RECORDER: TBD by 131 FW/CC, POC is Lt Col Joe "Corn" Hruska, 131 FW/SE and ISB POC.

AFSC REPS - LtCol Beef Kowitz and Mr. Mark Ruddell.

TECH REPS - Cast of many, coordinated by Mark Ruddell.

A2. DISTRIBUTION LIST

HQ ACC/JA Copy 1 of 1

TAB B

USAF MISHAP REPORT, AF FORM 711B

INTENTIONALLY

LEFT

BLANK

USAF MISHAP REPORT, AF FORM 711B

USAF MISHAP REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

FOR OFFICIAL USE ONLY *(When filled in)*

1. DATE OF OCCURRENCE (Year, Month, Day)	2. VEHICLE(S) OR MATERIEL INVOLVED (Mission Design Series and serial number if applicable)	3. MISHAP EVENT NUMBER
20071102	F-15C, S/N 80-0034	20071102KSTL002A

4. LOCATION OF OCCURRENCE	5. LOCAL AND ZULU TIME	6.
North 37 Deg, 35' 53" West 91 Deg, 12' 27" BOSS, MO	10:12 CDT, 15:12 Zulu	☒ DAY ☐ NIGHT ☐ DAWN ☐ DUSK

7. ORGANIZATIONS OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP

MAJOR COMMAND	NAF/CENTER	WING	GROUP	SQUADRON OR UNIT	BASE AND ICAO OR SORTS CODE
ACC	12 NAF	131 FW	131 OG	110 FS	LAMBERT IAP, ST LOUIS, MO, KSTL

8. *(List of organizations of second vehicle or materiel, if they differ from item 7 above)*

MAJOR COMMAND	NAF/CENTER	WING	GROUP	SQUADRON OR UNIT	BASE AND ICAO OR SORTS CODE

9. ORGANIZATION AND BASE SUBMITTING REPORT *(Do not abbreviate)*

Headquarters Air Combat Command, Langley AFB, VA

10. LIST OF PERSONNEL DIRECTLY INVOLVED

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY*
STEPHEN STILWELL	O-4		PILOT	Senior	LT

*Enter applicable letters in DEGREE INJURY column:
No Lost Time-NL; Lost Time-LT; Permanent Partial-PP; Permanent Total-PT; Fatal-FT

11. FACTUAL SUMMARY OF CIRCUMSTANCES

Mishap pilot's aircraft broke up in flight while performing basic fighter maneuver training. MP ejected.

12. AUTHENTICATION

CERTIFIED BY (Title)	TYPED NAME AND GRADE	SIGNATURE	DATE
AIB PRESIDENT	WILLIAM WIGNALL, COL, USAF		29 Oct 2007

AF IMT 711B, 20031101 (V1) PREVIOUS EDITIONS ARE OBSOLETE

Fill out AF Form 711b on each vehicle or materiel involved in the mishap. Vehicle or materiel includes assets and property *(AFI 91-204, Chapter 4)*. See guidance below for completing items that are not self-explanatory.

Item 2. Vehicle(s) or Materiel Involved. List the nuclear weapon or system, space system, aircraft/UAV, guided missile, explosives or chemical agents item, directed energy system, automotive vehicle, ground equipment, or any other item involved. Provide MDS and serial number, or other item number if they have numbers. If the report is on injuries only and no equipment is involved, enter "NA" in this block. If more than one vehicle or materiel is involved, list the one most heavily damaged first followed by the others. Continue on plain white paper if more space is needed.

Item 3. Mishap Event Number. *(AFI 91-204, Chapter 6)*

Item 4. Place of Occurrence. Give the location of the mishap and not the location where trouble first developed. Identify state, county and distance/direction from nearest town. Indicate distances in nautical miles *(NM)* or statute miles *(SM)* and points of the compass for direction. Also list latitude and longitude. For an on-base mishap, give the exact location *(e.g., Bldg. T-465, Aircraft Hangar, Luke AFB AZ)*.

Item 6. Day, Night, Dawn, Dusk. Using the Air Almanac, dusk begins at official sunset and lasts 30 minutes. Dawn begins 30 minutes before sunrise and lasts until sunrise.

Item 7. Organization Owning Vehicle or Materiel at Time of Mishap. Substitute proper units and organizations if the structure of the organization possessing the vehicle or materiel is not the same as the headings of the boxes in Item 7. For federalized ANG units, show the gaining command, Numbered Air Force, and the applicable ANG wing, group and squadron. For ANG units not federalized, show the ANG organizations and ANG as the MAJCOM. Enter the base name and ICAO code. If an ICAO code is not available, use Home Location Code from SORTS.

Item 8. If a second vehicle or materiel is involved list it here. Continue on plain white paper if more than two vehicles or materiels are involved.

Item 10. List of Personnel Directly Involved. List the information for all DoD personnel involved in the mishap. Include all persons injured on the ground as a result of the mishap. List the operator or person most directly involved first. Army and Navy personnel assigned to the Air Force are shown as Army or Navy. List all passengers aboard a mishap aircraft. List mission controller and flight safety officer for launch mishaps and list mission controller and the individual on console during an orbit mishap. Identify civilian employees by their employment agency or department *(e.g., Civ-USAF, Civ-Army, Civ-FAA, and so forth)*. This list may also include personnel such as maintainers when maintenance is a factor in the mishap.

Assigned Duty. Use duty title abbreviations. For crewmembers involved in aviation mishaps use the duty symbol shown on the AFTO Form 781, *Arms Aircrew/Mission Flight Data Document*.

Aero Rating. Use the current rating held. Leave blank if not rated.

Item 11. Factual Summary of Circumstances. This summary of the mishap may be disclosed under the Freedom of Information Act. Therefore, there are two main considerations for completing this item. First, the summary must be completely factual. It must not draw on privileged sources. Do not use any information in Part 2 of the report not found in the exhibits in Part 1. For example, do not include statements indicating what the operator heard, felt, or saw. Second, the Factual Summary of Circumstances must lead the reader through the sequence of events involved in the mishap.

To meet these objectives, present the summary in sequence. List the facts, conditions, and circumstances just as the safety investigators discovered them, without reference to attachments. State how the mishap occurred, not why. Do not discuss the importance of facts or how they relate to investigative conclusions. Provide as complete a factual summary as possible. Many requests under the Freedom of Information Act are for an account of the mishap, but not for the report itself. In these cases, only the factual summary of circumstances is released.

AF IMT 711B, 20031101 *(V1)* PREVIOUS EDITIONS ARE OBSOLETE

TAB C

PRELIMINARY MESSAGE REPORT

INTENTIONALLY

LEFT

BLANK

C1. PRELIMINARY MESSAGE REPORT

Message Release Date: 02 NOV 2007 2248(Z)

Classification: Unclassified

From: 131 Fighter Wing
Subject: Class A, Preliminary, Aviation, Aircraft Flight, Aircraft/UAV/F-15C

1. General Information:
1.1. AFSAS Report Number: 527425
1.2. Convening Authority: Air Combat Command
1.3. Accounting MAJCOM, DRU or FOA: Air National Guard
1.4. Accounting Wing: 131 Fighter Wing
1.5. Accounting Base: Lambert/St Louis IAP MO
1.6. Mishap Duty Status: On-Duty
1.7. Mishap Type:
1.7.1. Tier 1: Other, Describe

2. Mishap Date/Time:
2.1. Mishap Date, Local: 02 NOV 2007
2.2. Mishap Time, Local: 1016

3. Mishap Location:
3.1. Mishap Country: United States (USA)
3.2. Mishap State: Missouri
3.3. Nearest Base: Lambert/St Louis IAP MO
3.4. Latitude: 37 35.800 N
3.5. Longitude: 091 09.000 W

4. Narrative:
At 1516Z an F-15C flown by the 131st Fighter Wing crashed in the Lindbergh MOA. The pilot successfully ejected and is being treated for injuries at a hospital in St Louis, MO. An Interim Safety Board has convened pending a formal Safety Investigation Board.

5. Personnel Information: There have been no persons entered for this mishap

6. Objects Information:

Object Number: 1

6.1.1. Object Type

6.1.1.1. Tier 1: Aircraft/UAV

6.1.1.2. Tier 2: F-15C

6.1.2. Unique Object Identifiers:

6.1.2.1. Tail Number: 80-000034

7. Interim Safety Board Personnel:

Position: Investigating Officer

7.1.1. Name: Joseph Hruska

7.1.2. Grade: O5

7.1.3 Phone(s):

7.1.3.1. DSN:

7.1.3.2. Commercial USA:

7.1.4. Email:

8. Releasing Official:

8.1. Organization: 131 Fighter Wing

8.2. Name: Joseph Hruska

8.3. Grade: O5

8.4. Email:

8.5. Phone(s):

8.5.1. DSN:

8.5.2. Commercial USA:

TAB D

MAINTENANCE REPORT, RECORDS, AND DATA

INTENTIONALLY

LEFT

BLANK

D1. AIRCRAFT MAINTENANCE AND MATERIEL REPORT, AF FORM 711C

AIRCRAFT/UAV MAINTENANCE AND MATERIEL REPORT

1. AIRCRAFT SERIAL NUMBER	2. MISSION DESIGN AND SERIES (MDS)
80-0034	F-15C

3. HISTORICAL DATA

AIRCRAFT/UAV	
AIR FORCE ACCEPTANCE DATE	19820127
TOTAL FLIGHT HOURS	5868.2
LAST OVERHAUL DATE	20031109
HOURS SINCE OVERHAUL	659.6
OVERHAULING ACTIVITY *(Name & Location)*	WRALC
DATE OF LAST SCHEDULED INSPECTION	20070409
HOURS SINCE LAST SCHEDULED INSPECTION	77.5
TYPE OF LAST SCHEDULED INSPECTION	1st HPO 600hr Phase Insp

ENGINE *(Complete a Column for each Engine)*

INSTALLED POSITION	1	2	3	4
ENGINE MODEL AND SERIES	F100-PW-100	F100-PW-100		
ENGINE SERIAL NUMBER	PW0E681746	PW0E680754		
TOTAL ENGINE HOURS	6354.1	8295.8		
HOURS SINCE LAST OVERHAUL / PE	231.1	177.2		
DATE OF LAST OVERHAUL / PE	20061026	20061031		
OVERHAUL / PE ACTIVITY	131 MXS	131 MXS		
DATE LAST INSTALLED	20061024	20061206		
HOURS SINCE INSTALLATION	231.3	177.2		
DATE OF LAST SCHEDULED INSPECTION	20070828	20070828		
TYPE OF LAST SCHEDULED INSPECTION	100 hr Borescope	100 hr Borescope		
FUEL *(Type & Octane Rating)*	JP-8	JP-8		
DR REQUESTED	N/A	N/A		

4. SOAP SAMPLES *(Engine, Gearbox EPU/ APU, or other item)*

ITEM	SERIAL NUMBER	Fe	Cr	Ag	Al	Cu	Sn	Mg	Ti	Si	Pb
ENGINE	PW0E680754	0	0	0	0	0	6	0	1	0	0
ENGINE	PW0E681746	0	0	0	0	0	5	0	1	0	0

5. AIRCRAFT/UAV DAMAGE

X DESTROYED

REPAIRABLE

AF IMT 711C 20050501 V1 PREVIOUS EDITION IS OBSOLETE.

D2. AIRCRAFT AFTO 781 FORMS

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
[illegible]		F-15C	80 - 0034

5. Certification of PR, PR/RPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
0	PR	[illegible]	[illegible]	[illegible]					

6. STATUS DATA — SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS
7. FLIGHT CONDITION DATA

STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATUARE (Enter After Each Flight)	OVER TEMP ENCTRD	AUX ENG OR APU OPERATION
[illegible]	13	[illegible]	[illegible]	1				
2	14			2				
3	15			3				
4	16			4				
5	17			5				
6	18			6				
7	19			7				
8	20			8				
9	21			9				
10	22			10				
11	23			11				
12	24			12				

8. MUNITIONS/ GUNS	STATUS 781A	L E N / P I	L E N / P I	L E N / P I	L E N / P I	L E N / P I	L E N / P I	TOTAL TODAY

9. AIRFRAME TIME		10. LANDINGS FULL STOP	10. LANDINGS TOTAL	11. ~~[illegible] STARTS~~ NO	ENG	NO	ENG	12. ~~ENGINE CYCLE DOCUMENTATION~~ NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	[illegible]														
FLIGHTS 1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
TOTAL															

AFTO FORM 781H, 20020617 (IMT-V1) AEROSPACE VEHICLE FLIGHT STATUS AND
PREVIOUS EDITION IS OBSOLETE.

13. SERVICING DATA

	FUEL (Pounds, Gallons or Liters)			OIL																QTY
	GRADE	QTY SRVCD	TOTAL IN TANKS	1 SER	1 IN	2 SER	2 IN	3 SER	3 IN	4 SER	4 IN	5 SER	5 IN	6 SER	6 IN	7 SER	7 IN	8 SER	8 IN	
Pre Tax	JP-8	Ø g	13,700 P	—	46	—	344													3.0 L
1	JP-8	—— g	—— P																	5.0 L
2	JP-8	Ø g	13,200 P	Ø	46	Ø	4N													4.0 L
3	JP-8	g	P																	L
4	JP-8	g	P																	L
5	JP-8	g	P																	L
6	JP-8	g	P																	L
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
16																				
17																				
18																				

14. SERVICING CERTIFICATION (Signature, Employee Number, and Station at Which Servicing is Accomplished)

1	BY	[signature]		7	BY			13	BY		
	AT	STL	DATE 20071101		AT		DATE		AT		DATE
2	BY	[signature] 8002 18		8	BY			14	BY		
	AT	STL	DATE 20071102		AT		DATE		AT		DATE
3	BY			9	BY			15	BY		
	AT		DATE		AT		DATE		AT		DATE
4	BY			10	BY			16	BY		
	AT		DATE		AT		DATE		AT		DATE
5	BY			11	BY			17	BY		
	AT		DATE		AT		DATE		AT		DATE
6	BY			12	BY			18	BY		
	AT		DATE		AT		DATE		AT		DATE

AFTO FORM 781H, 20020417

1 FROM	2 TO	3. MDS	4. SERIAL NUMBER
20071030	20071031	F-15C	80 - 0034

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WA, PLI

FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
0	PR	[illegible] 0652	20071031	1130					
1	BPO	[illegible] 0062	20071031	1800					

6. STATUS DATA (SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS)

STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)
~~1~~	13	2	[illegible] 0324
~~2~~	14		
~~3~~	15		
4	16		
5	17		
6	18		
7	19		
8	20		
9	21		
10	22		
11	23		
12	24		

7. FLIGHT CONDITION DATA

FLT NO	COND AFT FLT	PILOT'S SIGNATUARE (Enter After Each Flight)	OVER TEMP ENCTRD	AUX ENG OR APU OPERATION
1	02	[illegible]	[illegible]	
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

8 MUNITIONS/ GUNS	STATUS	L E N	L E N	L E N	L E N	L E N	L E N	TOTAL TODAY	
	781A	P	P	P	P	P	P		

9. AIRFRAME TIME		10 LANDINGS FULL STOP	10 LANDINGS TOTAL	11 ~~PART/USE STARTS~~ NO	ENG	NO	ENG	12. ~~ENGINE CYCLE DOCUMENTATION~~ NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	5867.4														
FLIGHTS 1	0.8	1	1												
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
TOTAL	5868.2														

AFTO FORM 781H, 20020617 (IMT-V1) **AEROSPACE VEHICLE FLIGHT STATUS AND**

PREVIOUS EDITION IS OBSOLETE.

1. FROM	2. TO	3. MDS	4. SERIAL NUMBER
20071029	20071030	F-15C	80 - 0034

5. Certification of PR, PR/BPO, PR/TH, TH, BPO, QT, ICT, WAI, PLI

FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME	FLT NO	TYPE	ACCOMPLISHED BY	COMPLETED DATE	COMPLETED TIME
0	PR	00032	20071030	1630					
1	BPO	00032	20071030	2030					

6. STATUS DATA (SEE AFTO FORMS 781A AND 781K FOR EXPLANATION OF THE STATUS SYMBOLS) — 7. FLIGHT CONDITION DATA

STATUS TODAY		BOX NO	EXCEPTIONAL RELEASE (Enter Box No)	FLT NO	COND AFT FLT	PILOT'S SIGNATUARE (Enter After Each Flight)	OVER TEMP ENCTRD	AUX ENG OR APU OPERATION
~~1~~	13	2	[illegible] 0034	1	O1	[signature]	Ø	
2	14			2				
3	15			3				
4	16			4				
5	17			5				
6	18			6				
7	19			7				
8	20			8				
9	21			9				
10	22			10				
11	23			11				
12	24			12				

8. MUNITIONS/ GUNS	STATUS 781A	L E N / P I	L E N / P I	L E N / P I	L E N / P I	L E N / P I	L E N / P I	TOTAL TODAY

9. AIRFRAME TIME — 10. LANDINGS — 11. ~~PARTIAL STARTS~~ — 12. ~~ENGINE CYCLE DOCUMENTATION~~

FLIGHTS	AIRFRAME TIME	FULL STOP	TOTAL	NO	ENG	NO	ENG	NO 1 ENG	NO 2 ENG	NO 3 ENG	NO 4 ENG	NO 5 ENG	NO 6 ENG	NO 7 ENG	NO 8 ENG
PREVIOUS	5865.8														
1	1.6	1	1												
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
TOTAL	5867.4														

AFTO FORM 781H, 20020617 (IMT-V1) **AEROSPACE VEHICLE FLIGHT STATUS AND**

PREVIOUS EDITION IS OBSOLETE.

FROM: 20071102 TO: MDS: F015C SER NUMBER: 8000000034 PAGE 1 OF

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY---------------------------

[illegible]

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--

[illegible] | [illegible]

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY---------------------------

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY---------------------------

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071030 TO: 20071102 MDS: F015C SER NUMBER: 8000000034 PAGE 8 OF 8

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
[illegible]	0730 57103	20071102				20071102

WUC/REF DES | FAULT CODE | STA CODE

DISCREPANCY---------------------------

Wpns Post Load Insp K/G

--DISCOVERED BY (PRINT)- R Kaber | --EMPLOYEE NO.- 01178

CORRECTIVE ACTION

Wpns Post Load Insp c/w IAW 1F-15A-33-1-2CL-18 05-08-23

----CORRECTED BY---- [signature] | --EMPLOYEE NO.-- 01178

----INSPECTED BY---- [signature] | --EMPLOYEE NO.-- 00581

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY---------------------------

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY---------------------------

----CORRECTED BY---- | --EMPLOYEE NO.--

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071030 TO: 20071102 MDS: F015C SER NUMBER: 8000000034 PAGE 2 OF 8

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	073049006	20071101				20071101

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY--------------------------- #1 Eng Intake Insp Due After Eng. Run

CORRECTIVE ACTION: C/W No Defect 05-20-05

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
R Debratt	00627	----INSPECTED BY----	--EMPLOYEE NO.--
		[signature]	00627

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	0730541120	20071101				20071101

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY--------------------------- Lox Service Due

CORRECTIVE ACTION: Lox Serviced Cart 11 IAW 12-10-25 VU [illegible] 32-1

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		[signature]	00618
R Tyler	00618	----INSPECTED BY----	--EMPLOYEE NO.--
		[signature]	00818

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	072770016	20071102				20071102

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY--------------------------- 25 HOUR RAIN REP. DUE

CORRECTIVE ACTION: RAIN REP. APPLIED IAW 12-11-01

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
R Hubbard	00818	----INSPECTED BY----	--EMPLOYEE NO.--
		[signature]	00818

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071030 TO: 20071103 MDS: F015C SER NUMBER: 8000000034 PAGE 6 OF 8

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	073049006	20071101				20071101

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
			Replaced L/H Final stage valve IAW 21-60-27 ops chk due (See pg 6 blk 2)

DISCREPANCY: L/H Final stage valve will not open (see pg 3 blk 1)

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--	----INSPECTED BY----	--EMPLOYEE NO.--
N Mayes	00784	N Mayes	00784	N. M	00072

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
A	073049006	20071101				20071101

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
			ops chk good IAW 21-60-27

DISCREPANCY: ops chk due on L/H Final stage valve (See pg. 6 blk 1)

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--	----INSPECTED BY----	--EMPLOYEE NO.--
N Mayes	00784			N Mayes	00784

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	073049006	20071101				20071101

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
			C/W No Defect Noted 05-20-05

DISCREPANCY: #1 Eng Intake Insp Due Prior to Eng. Run

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--	----INSPECTED BY----	--EMPLOYEE NO.--
R. Dalrett	00627			[illegible]	00627

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071030 TO: 20071102 MDS: F015C SER NUMBER: 8000000034 PAGE 5 OF 8

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
/	073049606	20071101				20071101

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: DOOR 113L LOWERED TO FOM (P3 BLK 1)

CORRECTIVE ACTION: 113 L Installed IAW - 1F15C-3-3, 1-1 Rel 17

IVI [illegible] 00627

CORRECTED BY: [illegible] — EMPLOYEE NO.: 00863

INSPECTED BY: [illegible] — EMPLOYEE NO.: 00655

DISCOVERED BY (PRINT): R HOUBERG — EMPLOYEE NO.: 00818

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	073049606	20071101				20071101

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: Panel 113L removed to FOM (See pg 3 blk 1)

CORRECTIVE ACTION: DUPLICATE WRITE-UP SEE PG 4 BLK 3

CORRECTED BY: — EMPLOYEE NO.:

INSPECTED BY: [illegible] — EMPLOYEE NO.: 00911

DISCOVERED BY (PRINT): N Moyes — EMPLOYEE NO.: 00784

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	073055001	20071101				20071101

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY: RT MAIN TIRE WORN BEYOND LIMITS

CORRECTIVE ACTION: R² RT MAIN TIRE IAW 05-00-16

IPI [illegible] 00911

IVI [illegible] 00911 SC00XW

CORRECTED BY: [illegible] — EMPLOYEE NO.: 00217

INSPECTED BY: [illegible] — EMPLOYEE NO.: 01127/SC01OF

DISCOVERED BY (PRINT): R HOUBERG — EMPLOYEE NO.: 00818

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM 20071030 TO 20071102 MDS F-15C

SYM JCN DATE DISC DOC NO.

073049006 20071101

WUC/REF DESIGNATOR FAULT CODE STA CODE

SERIAL NO. 80-0034 PAGE 4 OF PAGES 8

CF XF DATE CORRECTED

781A 781K 20071101

CORRECTIVE ACTION

INSP. C/W IAW

05-20-05

DISCREPANCY

LEFT

INTAKE INSP. REQ'D

PRIOR TO MTX RUN

DISCOVERED BY (Print) R HOUBERG EMPLOYEE NO 00818

SYM JCN DATE DISC DOC NO.

073049006 20071101

WUC/REF DESIGNATOR FAULT CODE STA CODE

CORRECTED INSPECTED BY EMPLOYEE NO 00818

CF XF DATE CORRECTED

781A 781K 20071101

CORRECTIVE ACTION

C/W IAW 05-20-05

DISCREPANCY

LEFT

INTAKE INSP. REQ'D

AFTER MTX RUN

DISCOVERED BY (Print) R HOUBERG EMPLOYEE NO 00818

SYM JCN DATE DISC DOC NO.

073049006 20071101

WUC/REF DESIGNATOR FAULT CODE STA CODE

CORRECTED INSPECTED BY EMPLOYEE NO 00744

CF XF DATE CORRECTED

781A 781K 20071101

CORRECTIVE ACTION

DISCREPANCY

PNL 1101 REMOVED

TO FORM (P3 BLK 1)

PNL 1101 INSTALLED

IAW IF-15C-3-3P1-1PARA1-17

00627

DISCOVERED BY (Print) R HOUBERG EMPLOYEE NO 00818

CORRECTED INSPECTED BY EMPLOYEE NO 00819 EMPLOYEE NO 00655

AFTO FORM 781A, 20020617 (COMPUTER GENERATED) MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM 20071030 TO 20071102 MDS F-15C

SERIAL NO. 80-0034 PAGE 3 OF 8 PAGES

SYM	JCN	DATE DISC	DOC NO.	CF	XF	DATE CORRECTED
	073049006	20071031		781A	781K	

WUC/REF DESIGNATOR: FAULT CODE: 2163B1BZ STA CODE:

DISCREPANCY
FAULT CODE 2163B1BZ
ECS caution light on and low airflow..... Left side

CORRECTIVE ACTION
After T/S found L/H Final stage valve stuck closed. R&R final stage valve ops chk good
IAW 21-60-27
(See pg 6 bk 1+2)

DISCOVERED BY (Print): EAVES, K, S. EMPLOYEE NO

CORRECTED EMPLOYEE NO 00784
INSPECTED BY EMPLOYEE NO 00072

SYM	JCN	DATE DISC	DOC NO.	CF	XF	DATE CORRECTED
	073049007	20071031		781A	781K	20071111

WUC/REF DESIGNATOR: FAULT CODE: CFI-3450C4AZ STA CODE:

DISCREPANCY
FAULT CODE CFI-3450C4AZ
IFF* displayed on MPD/MPCD and MODE 1 FAIL displayed on AAI/IFF detail BIT display..... No failure displayed on MPCD, but ATC could not receive my M3 or C.

CORRECTIVE ACTION
R2 IFF Transponder IAW 34-50-10 ops ✓ good
IAW 34-50-03

DISCOVERED BY (Print): EAVES, K, S. EMPLOYEE NO

CORRECTED EMPLOYEE NO 00803
INSPECTED BY EMPLOYEE NO

SYM	JCN	DATE DISC	DOC NO.	CF	XF	DATE CORRECTED
	073047131	20071031		781A	781K	20071102

WUC/REF DESIGNATOR: FAULT CODE: STA CODE:

DISCREPANCY
All missiles + Pod Isolated

CORRECTIVE ACTION
All missiles + Pod Connected
IAW
1F-15A-33-1-9CL-1
↓
05-00-03

DISCOVERED BY (Print): G Myers EMPLOYEE NO 00068

CORRECTED EMPLOYEE NO 00068
INSPECTED BY EMPLOYEE NO 4178

AFTO FORM 781A, 20020617 (COMPUTER GENERATED) MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071030 TO: 20071102 MDS: F015C SER NUMBER:8000000034 PAGE 2 OF 8

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	07303 7175	20071030				20071031

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION
			All missiles & Pod Comm. IAW IP-15A-23-1-2(1-18 & SSN 05-00-23

DISCREPANCY: All Missiles & Pod Isolated.

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
J FLAUGHER	00505	[illegible]	00869
		----INSPECTED BY----	--EMPLOYEE NO.--
		[illegible]	00505

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED

WUC/REF DES	FAULT CODE	STA CODE	CORRECTIVE ACTION

DISCREPANCY

--DISCOVERED BY (PRINT)-	--EMPLOYEE NO.-	----CORRECTED BY----	--EMPLOYEE NO.--
		----INSPECTED BY----	--EMPLOYEE NO.--

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071030 TO: 20071102 MDS: F015C SER NUMBER: 8000000034 PAGE 1 OF 8

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
		20071030		X		20071102

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY---------------------------

INFO NOTE

FLARES LOADED ON A/C

----CORRECTED BY---- | --EMPLOYEE NO.--
[illegible] | 00911

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--
D Herron | 00728 | |

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	07302 7148	2007 10 29				2007 10 30

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY---------------------------

ALL MISSILES

ISOLATED

CORRECTIVE ACTION:

COMPL. IAW T.O.

1F-15A-33-1-2CL-18

SSU 05-00-25

----CORRECTED BY---- | --EMPLOYEE NO.--
[illegible] | 00605

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--
J FLAUGHER | 00507 | [illegible] | 00869

SYM	JCN	DATE DISC	DOCUMENT NUMBER	CF 781A	XF 781K	DATE CORRECTED
X	07303 4120	20071030				20071031

WUC/REF DES | FAULT CODE | STA CODE | CORRECTIVE ACTION

DISCREPANCY---------------------------

ACFT Reg. LOX

CORRECTIVE ACTION:

ACFT LOX SERVICED

IAW 1D40-25

[illegible]

----CORRECTED BY---- | --EMPLOYEE NO.--
[illegible] | 00324

--DISCOVERED BY (PRINT)- | --EMPLOYEE NO.- | ----INSPECTED BY---- | --EMPLOYEE NO.--
R Travis | 00552 | [illegible] | 00552

AFTO FORM 781A VERSION DATE: 100612 MAINTENANCE DISCREPANCY AND WORK DOCUMENT

FROM: 20071025 TO: MDS: F015C SER NUMBER:8000000034

A. AIRCRAFT INSPECTION STATUS
NEXT PER,MAJ,PH INSP DUE | 08

TYP	FREQ	COMPL	NEXT	COMPL	NEXT
HPO	1200	5790.7	6002.6		

B. ENG DATA TYPE F0100100C

POS	ENG SER NO	CHG DUE TIME
1	PW0E681746	
2	PW0E680754	

C. CALENDAR AND HOURLY INSP SCHEDULE

INSPECTION ITEM	FREQ	NEXT	NEXT	NEXT
25 HOUR RAIN REPELLANT APPLICATION	25	~~5866.1~~	5897.1	
2ND HPO (800 HR)	1200	6002.6		
1ST HPO (1000 HR)	1200	6202.6		
PERIODIC INSPECTION (1200 HR)	1200	6402.9		
1ST HPO (200 HR)	1200	6602.6		
2ND HPO (400 HR)	1200	6787.8		
1ST HPO (600 HR)	1200	6990.7		
30D COUNTERMEASURE DISPENSER (CMD) BIT CHEC	30	~~20071015~~	illegible	
90D ALE-45 INSP, CLEANING, OPS CHK	90	~~20071015~~	illegible	
30D ADR (F-15C)	30	~~20071018~~	~~20071125~~	
60D WPNS CHK (F-15C)	60	~~20071023~~	illegible	
30D LS PE INSP (F-15C)	30	~~20071102~~	illegible	

AFTO FORM 781K VERSION DATE: 100612 PAGE 1 OF ___

FROM: 20071102 TO: MDS: F015C SER NUMBER:8000000034 PAGE 1 OF ____

AIRCRAFT AND ENGINE OPERATING TIME, CYCLE AND OIL ADDED (Half Pts, Pts, Qts)

DATE	AIRFRAME TIME	OIL SAMP	OIL ADD	ENGINE POS 1 PW0E681746 OIL CHANGE TIME: 6117.2 ENG TIME	ENG POS 1 CYCLES	OIL SAMP	OIL ADD	ENGINE POS 2 PW0E680754 OIL CHANGE TIME: 7473.4 ENG TIME	ENG POS 2 CYCLES
PREV TOTAL	5868.2			6354.1	237.1			8295.8	822.4
TOTAL									
TOTAL									
TOTAL									
TOTAL									
TOTAL									
TOTAL									
TOTAL									
TOTAL									
TOTAL									
CARRY FWD									

AFTO FORM 781J VERSION DATE: 100612 AEROSPACE VEHICLE - ENGINE FLIGHT

FROM: 20071025 TO: MDS: F015C SER NUMBER:8000000034

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
-	051470033	AWAITING DEPOT IAT 59 DEPOT LEVEL MAINT		
-	051470033 001/DOCS	AWAITING DEPOT ACCOMPLISH IAT 59 AT DEPOT DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	060415002	AWAITING DEPOT RAIN CH CRACK IN 3R		
/	060415002 001/AGSA	AWAITING DEPOT REPAIR AS REQ DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	060415003	AWAITING DEPOT FWD END OF RAIN DIVERTER CH CRACK 3L		
/	060415003 001/AGSA	AWAITING DEPOT REPAIR AS REQ DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	070120022	AWAITING DEPOT FO IN LT WINGTIP DRAIN HOLE		
/	070120022 001/AGSB	AWAITING DEPOT REMOVE AS REQUIRED DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	070880026	AWAITING DEPOT PNL 46R LWR GROUND STUD GRD04-R040 PULLED THROUGH BULKHEAD (REM NO FO) IN IN ACCESSIBLE AREA HOLD DEPOT		
/	070880026 001/ELEN	AWAITING DEPOT REP AS REQ DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	070930015	AWAITING NEXT ENGINE REMOVAL #2 MOTOR S.N. 680754 GUIDE PIN MISSING FROM OUTBD RAIL ATTAC H POINT. REM NO F.O. (HOLD NEXT ENG REM)		

AFTO FORM 781K VERSION DATE: 100612 PAGE 4 OF ___

FROM: 20071025 TO: MDS: F015C SER NUMBER:8000000034

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
/	070930015 001/JENG	AWAITING NEXT ENGINE REMOVAL REP AS REQ DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	071075000	AWAITING DOWN TIME POP RIVET FWD LACTH PNL 42		
/	071075000 001/SMCC	AWAITING DOWN TIME REPAIR AS REQ DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
-	072080012	AWAITING MAINTENANCE 1F-15-1543 INSP INERTIA REEL INIT REDUCER -AIRCRAFT- TCTO NBR 1F-15-1543 GRND DATE= 08022		
-	072080012 001/EGRS	AWAITING MAINTENANCE R2 SEAT FOR TCTO 13A5-56-569 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
/	072349000	AWAITING DOWN TIME FUEL SYSTEM ..... BINGO "BUG" IS NOT CALIBRATED PROPERLY -- VOICE WARNING "BINGO FUEL" COMES ON 1500LBS ABOVE WHER BIN GO BUG IS SET.		
-	072710033	AWAITING MAINTENANCE IAT-35 (F-15C) FREQ 000999M DUE 2007365		
-	072710033 001/NDIL	AWAITING MAINTENANCE IAW 1F-15A-6 PAGE 2-A-032 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
-	072710034	AWAITING MAINTENANCE IAT-52 (F-15A/C) FREQ 000999M DUE 2007365		
-	072710034 001/NDIL	AWAITING MAINTENANCE CW IAT -52 REPORT AFTO 3 TO PS&D DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		

AFTO FORM 781K VERSION DATE: 100612 PAGE 5 OF ___

FROM: 20071025 TO: MDS: F015C SER NUMBER:8000000034

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
-	072710035	AWAITING MAINTENANCE IAT-35 (F-15C) FREQ 000999M DUE 2007365		
-	072710035 001/NDIL	AWAITING MAINTENANCE IAW 1F-15A-6 PAGE 2-A-032 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
-	072710036	AWAITING MAINTENANCE IAT-52 (F-15A/C) FREQ 000999M DUE 2007365		
-	072710036 001/NDIL	AWAITING MAINTENANCE CW IAT -52 REPORT AFTO 3 TO PS&D DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
-	072710037	AWAITING MAINTENANCE IAT-35 (F-15C) FREQ 000999M DUE 2007365		
-	072710037 001/NDIL	AWAITING MAINTENANCE IAW 1F-15A-6 PAGE 2-A-032 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
-	072710038	AWAITING MAINTENANCE IAT-52 (F-15A/C) FREQ 000999M DUE 2007365		
-	072710038 001/NDIL	AWAITING MAINTENANCE CW IAT -52 REPORT AFTO 3 TO PS&D DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
~~-~~	~~072770016~~	~~AWAITING DUE TIME/DATE~~ ~~25 HOUR RAIN REBELLANT APPLICATION~~ ~~FREQ 000026 DUE 5866.1HR~~		00819
~~-~~	~~072770016~~ ~~001~~/AGSA	~~AWAITING DUE TIME/DATE~~ ~~APPLY REPCON~~ ~~DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC~~		04812

AFTO FORM 781K VERSION DATE: 100612 PAGE 6 OF ___

FROM: 20071025 TO: MDS: F015C SER NUMBER:8000000034

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
	072880010	AWAITING DUE TIME/DATE 90D ALE-45 INSP, CLEANING, OPS CHK (94-99-20) FREQ 000090D DUE 2007200		00918
	072880010 001/AGSE	AWAITING DUE TIME/DATE PERFORM CMD SPECIAL MAINTENANCE IAW 1F-15A-06 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		00918
	072880011	AWAITING DUE TIME/DATE 30D COUNTERMEASURE DISPENSER (CMD) BIT CHECKOUT (99-15-03) FREQ 000030D DUE 2007288		00918
	072880011 001/AGSE	AWAITING DUE TIME/DATE PERFORM CMD BIT CHECK (99-15-03) DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		00918
	072910007	AWAITING DUE TIME/DATE 30D ADR (F-15C) FREQ 000030D DUE 2007291		00918
	072910007 001/AGSA	AWAITING DUE TIME/DATE PERFORM 30 DAY ADR IAW ANSI Z1.101 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		00918
	072960004	AWAITING DUE TIME/DATE 60D WPNS CHK (F-15C) FREQ 000060D DUE 2007296		00919
	072960004 001/WPNL	AWAITING DUE TIME/DATE 60 DAY WPNS FUNC CH IAW 1F-15A-6 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		00918
/	073050001	AWAITING DUE TIME/DATE ENVIRONMENTAL SENSOR 12EFH (DOM) (F-15C) FREQ 000108M DUE 2010212 PN/SN9800200-10 0000000728		

AFTO FORM 781K VERSION DATE: 100612 PAGE 7 OF ___

FROM: 20071025 TO: MDS: F015C SER NUMBER:8000000034

D. URGENT ACTION, AND OUTSTANDING ROUTINE ACTION TCTOS, DELAYED DISCREPANCIES

SYM	JOB NUMBER	TCTO NUMBER AND PUBLICATION DATE OR DELAYED DISC	GROUND DATE	XFERRED BY EMP#
/	073050001 001/EGRS	AWAITING DUE TIME/DATE ENVRN SENSOR - MSG 011732Z DEC 90 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC J514TC72568003 AU 1 1 J639TC72898001 AU 1 1		
/	073050001 002/EGRS	AWAITING DUE TIME/DATE ENVRN SENSOR - MSG 011732Z DEC 90 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		
	073060004	AWAITING DUE TIME/DATE 30D LS PE INSP (F-15G) FREQ 000030D DUE 2007306		00626
	073060004 001/LIPE	AWAITING DUE TIME/DATE PERFORM RECOVERY CHUTE & CRU-80 TEST IAW 1F-15A-6 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		00626
	073060004 002/EGRS	AWAITING DUE TIME/DATE PERFORM 30-DAY EGRESS FINAL IAW 1F-15A-6 DOCUMENT NBR NOMENCLATURE UJC QTY-ORD QTY-REC LOC		00626

ITEMS CARRIED FORWARD TO 781K SIGNATURE AND EMP #

D3. ADDITIONAL AIRCRAFT MAINTENANCE RECORDS

```
                    DOCUMENTED MAINTENANCE FOR EQUIP ID : A0034

                       ** ALL DEFER UNSCHED SCHED EVENTS **
-----------------------------------------------------------------------------
DATE RANGE FROM:*ALL* TO:*ALL* S - IN SHOP  WITH SUPPLY DATA   EVENT NARRATIVES
-----------------------------------------------------------------------------
                  *********     OVER 90 DAYS      *********
051470033   D03 -F IAT 59   DEPOT LEVEL MAINT
060415002   D03 /F RAIN CH CRACK IN 3R
060415003   D03 /F FWD END OF RAIN DIVERTER CH CRACK 3L
070120022   D03 /F FO IN LT WINGTIP DRAIN HOLE
070880026   D03 /F PNL 4GR LWR GROUND STUD GRD04 R040 PULLED THROUGH BULKHEAD
070930015   D25 /F #2 MOTOR S.N. 680754 GUIDE PIN MISSING FROM OUTBD RAIL ATTA
071075000   D05 /F POP RIVET FWD LACTH PNL 42
072080012   AWM  F (F 15-1543 INSP INERTIA REEL INIT REDUCER -AIRCRAFT-
                  *********     OVER 60 DAYS      *********
072349000   D05 /F FUEL SYSTEM ...... BINGO "BUG" IS NOT CALIBRATED PROPERLY -
                  *********     OVER 30 DAYS      *********
072710033   AWM -F IAT-35 (F-15C)
072710034   AWM  F IAT 52  (F-15A/C)
072710035   AWM -F TAT-35 (F-15C)
072710036   AWM -F TAT-52  (F-15A/C)
072710037   AWM -F ZAT-35 (F-15C)
072710038   AWM -F TAT-52  (F-15A/C)
                  *********  LESS THAN 30 DAYS  *********
073050001   D06 /F ENVIRONMENTAL SENSOR 12EFH (DOM)  (F-15C)
073062009   AWP -F IC-ENVIRO SENSOR 36M DOI (36M SEAT REQ)
073060010   AWP /F GYRO SPIN UP (DOM)
*****************************************************************************
QTY CODE DEFERRED CODE NARRATIVE               QTY CODE DEFERRED CODE NARRATIVE
  2 AWP  AWAITING PARTS                          7 AWM  AWAITING MAINTENANCE
  2 DO5  AWAITING DOWN TIME                      1 D06  AWAITING DUE TIME/DATE
  5 DO3  AWAITING DEPOT                          1 D25  AWAITING NEXT ENGINE REMOVAL
                          < 30 DAYS   30 DAYS   60 DAYS   90 DAYS   TOTAL DISC
TOTAL DEFERRED EVENTS         3          6         1         8         18
-----------------------------------------------------------------------------
                  *********  LESS THAN 30 DAYS  *********
073240001        -F 07314  300 GUN INSP
*****************************************************************************
                          < 30 DAYS   30 DAYS   60 DAYS   90 DAYS   TOTAL DISC
TOTAL SCHEDULED EVENTS        1          0         0         0         1
-----------------------------------------------------------------------------
                          < 30 DAYS   30 DAYS   60 DAYS   90 DAYS   TOTAL DISC
TOTAL ALL EVENTS              4          6         1         8         19
*****************************************************************************

RECORDS CHECK CERTIFIED BY ..................... DATE ..........

  TO RETURN TO SCREEN #380 BACKTAB AND XMIT  #380


ZCW 07306  0953    PROCESSED.            VERSION DATE: 111596
```

*** FOR OFFICIAL USE ONLY ***

Aircraft History Report

General Information

Tail Number:	80-0034	Model:	F-15C	CUM:	183
Date Delivered:	1/27/1982				
Current Base:	N/A	Current Unit:	N/A	Current Command:	N/A
Transfer Date:					
Previous Base:	Lambert	Previous Unit:	131 FW	Previous Command:	ANG
Future Base:		Future Unit:		Future Command:	
MSIP:	Yes				
Status:	ATTRITTED			Status Date:	11/2/2007
Left Wing SN:	A24-0693			Right Wing SN:	A24-0693

Depot Visit Details

Actual Completion Date: 7/14/2007 Actual Start Date: 6/17/2007 Depot: Lambert
Depot Events: DFT PCN:
Details: Replace NLG Uplock Brackets

Actual Completion Date: 12/29/2006 Actual Start Date: 12/12/2006 Depot: Lambert
Depot Events: CFT PCN:
Details: 1F-15-1498 APX-114 AAI AND APX-119 IFF INTEGRATION

Actual Completion Date: 6/26/2006 Actual Start Date: 6/12/2006 Depot: Lambert
Depot Events: CFT PCN:
Details: 1F-15-1379 Installation of JHMCS
1F-15-1463 Install of JHMCS Gp B Equip & Cockpit Mapping

Actual Completion Date: 11/9/2003 Actual Start Date: 7/10/2003 Depot: WRALC
Depot Events: ACI/PDM PCN: FAJBRK/
Details: 1F-15-1479 Vert Stab Fwd Box Inspection & Replacement
1F-15-1397 OTI of MLG anti-skid system
1F-15-1454 Mod of support bracket PN 68R320112-2017
1F-15-1453 OTI of Elect. Cable Routing in Door 15
1F-15-1392 FLEX FAIRING IMPROVEMENT PG
1F-15-1371 OTI FOR CORROSION #1 FUEL CELL
1F-15-1480 OTI OXYGEN REGULATOR OXYINPUT VALVE
1F-15-1489 OTVI L/R HOR STAB IDENT GRIDLOCK NOT PUB
C MODEL
TI WING (C MODEL)
ACI (C)
RAMP - C Model

AFTO FORM 95, 20020617 (EF-V2)

SIGNIFICANT HISTORICAL DATA

PAGE 1 OF 1 PAGE

1. MISSION DESIGN SERIES/TYPE, MODEL AND SERIES	2. MANUFACTURER	3. SERIAL NUMBER	4. ACCEPTANCE DATE
F-15C		80-0034	

A DATE	B REMARKS	C ORGANIZATION
20031109	Acft arrived WR-ALC on 20030709 and placed in work on project A-03-5700-WR for D/P/PDM/ACI IAW T.O. 00-25-4 at 5200.9 acft hrs. FCF accomplished by T.O. 1-1-300 and law 1F-15A-6. Project complete law contract on 20031109 at 5202.6 acft hrs.	WR-ALC
	TCTO'S C/W at this station: 1F-15-1397, 1F-15-1397C, 1F-15-1397D, 1F-15-1392, 1F-15-1453, 1F-15-1454, 1F-15-1480, 1F-15-1489, 1F-15-1479, 1F-15-1472, "INTENT" Of 1F-15-1271.	
	IAT'S C/W at this station: 1, 6, 9, 9.1, 17, 19, 20, 25, 38, 50.	
	1200 HR PRE. Insp C/W during PDM, with the exception of the power plant, weapons delivery, fire control, tactical electronic warfare, testing of the JFS & CGB.	
	#1 Fuel Cell Cavity Corrosion Inspection C/W	
	-90 Repair C/W LT & RT VERT STABS. REF: 1F-15C-3-6 & ENG. Instructions. LT Vert Stab has 3906 bushings installed in holes: J, K, M –O, Q,R. RT Vert Stab has 3906 bushings installed in holes: F — V.	
	LT & RT Vert Stab have ForceTec Riveless Nutplates installed: LT S/N: 515-1000-455 RT S/N: 515-1000-0475	
	Replaced fuel foam in tanks: #1-P/N 65B580059-193, #2-P/N 68B580059-185, #3A-P/N 2F1-5-40435-161, #3B -P/N 68B580059-189, LT Aux- P/N 68B580059-197, RT Aux- P/N 68B580059-191, DOI 20030824	
	Installed backing boards and anti-chafing tape in tanks: #1, #2, 3A, 3B, LT Aux, RT Aux.	
	Removed and Reinstalled Lt Wing S/N A24-0693, 20030917. Rt Wing S/N A24-0693, 20030917.	
	NLG Actuator S/N: 9622 had dye penetrant insp of cyl head & cyl, magnetic particle insp piston rod as required. DOI 20030826.	
	------- OVER -------	

PREVIOUS EDITION IS OBSOLETE

DATE A	REMARKS B	ORGANIZATION C

Removed and Replaced The Following Items:

	P/N	S/N	DOI
NLG	68A450500-2003	CPT0030K	20030826
LVS LOWER AFT GRIDLOCK BOX	68B230000-101	938	20030815
LVS CRADLE SUPPORT ASSY	68A230163-1037	NO DATA	20030821
RVS LOWER AFT GRIDLOCK BOX	68B230000-101	943	20030813
RVS CRADLE SUPPORT ASSY	68A230173-1019	NO DATA	20030823
LVS FWD GRIDLOCK BOX	68B230100-104	515-1000-455	20030820
RVS FWD GRIDLOCK BOX	68B230100-104	515-1000-0475	20030818
LVS GRIDLOCK RUDDER FAIRING	68B338010-101	776	20030811
RVS GRIDLOCK RUDDER FAIRING	68B338010-101	789	20030817
LT HORZ STAB	68A210001-1039	A21-0540	20030917
RT HORZ STAB	68A210001-1039	A21-2574	20030917
LT RUDDER	68A240001-1019	0697	20030917
RT RUDDER	68A240001-1019	1025	20030917
LT AILERON	68A170001-1017	NN29-1077	20030917
RT AILERON	68A170001-1012	NN29-0947	20030914
LT FLAP	68A180001-1007	BZ30-1043	20030917
RT FLAP	68A180001-1006	NN30-0237	20030914
RADOME	68A315004-1105	A1-1059	20031008
LT AILERON ACT	2184000-2	1021	20031002

THE FOLLOWING BLADDERS WERE REPLACED:

	P/N	S/N	DOM	DOI
#1 TANK	2F1-6-42362-118	01-20094	08/01	20030828
#2 TANK	2F1-6-37766-110	01-21132	01/02	20030822
3A TANK	47304-1	0792	05/00	20030819
3B TANK	3F1-6-37768-109	02-26367	09/02	20030822
LT AUX	47300-1	0342	03/03	20030902
RT AUX	2F1-6-42364-116	02-25658	09/02	20030829

20031107

0530

Exterior of ACFT Painted P/N 99GY010 NSN 8010-01-492-4699, Type primer MIL-PRF-23377C NSN 8010-01-416-6557. Accomplished @ WR-ALC on 20031107.

WR-ALC

Automated History
Started this date

01 Dec 03

ST Amos / Eagle AMU
Nellis AFB, NV

AFTO FORM 95, 20020617

F-15C, S/N 80-0034, 20071102KSTL002A

D4. MAINTENANCE RECORDS FROM OTHER MISHAP AIRCRAFT EQUIPMENT

Transient Aircraft Oil Analysis Record — Friday November 2, 2007 At 11:02:04

Equipment Model	Serial Number	TMS	Cust Ident	Lab	End Item	Equi Oil
F15	680754	FAAA	MSQB	AZY	F100, PW100	AS

Sample Date	Time	Hours TSOH	TSOC	Reason	Fe	Ag	Al	Cr	Cu	Mg	Na	Ni	Pb	Si	Sn	Ti	B	Mo	Zn	Lab Rec	Action Code	Debris Found	Hours Since Overhaul (HSO)	Hours Since Last Sample (HSLS)	Tail Number	Oil Added	MISC
07150	1237	8253	782	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	A					80-034-2	PO	CO
07211	2153	8254	783	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	AA					80-034-2	PO	
07212	1716	8257	786	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	A					80-034-2	PO	
07235	2257	8262	791	R	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	A					80-034-2	PO	
07240	1219	8264	793	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	A					80-034-2	PO	
07241	1351	8265	794	R	1	0	0	0	0	0	0	0	0	1	7	0	0	0	0	A					80-034-2	PO	
07242	1238	8268	797	R	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	A					80-034-2	PO	
07291	1659	8289	818	R	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	A					80-034-2	PO	
07299	1154	8291	820	R	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	AA					80-034-2	PO	
07304	1525	8294	823	R	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	A					80-034-2	PO	

Last Burn Remarks: langley return

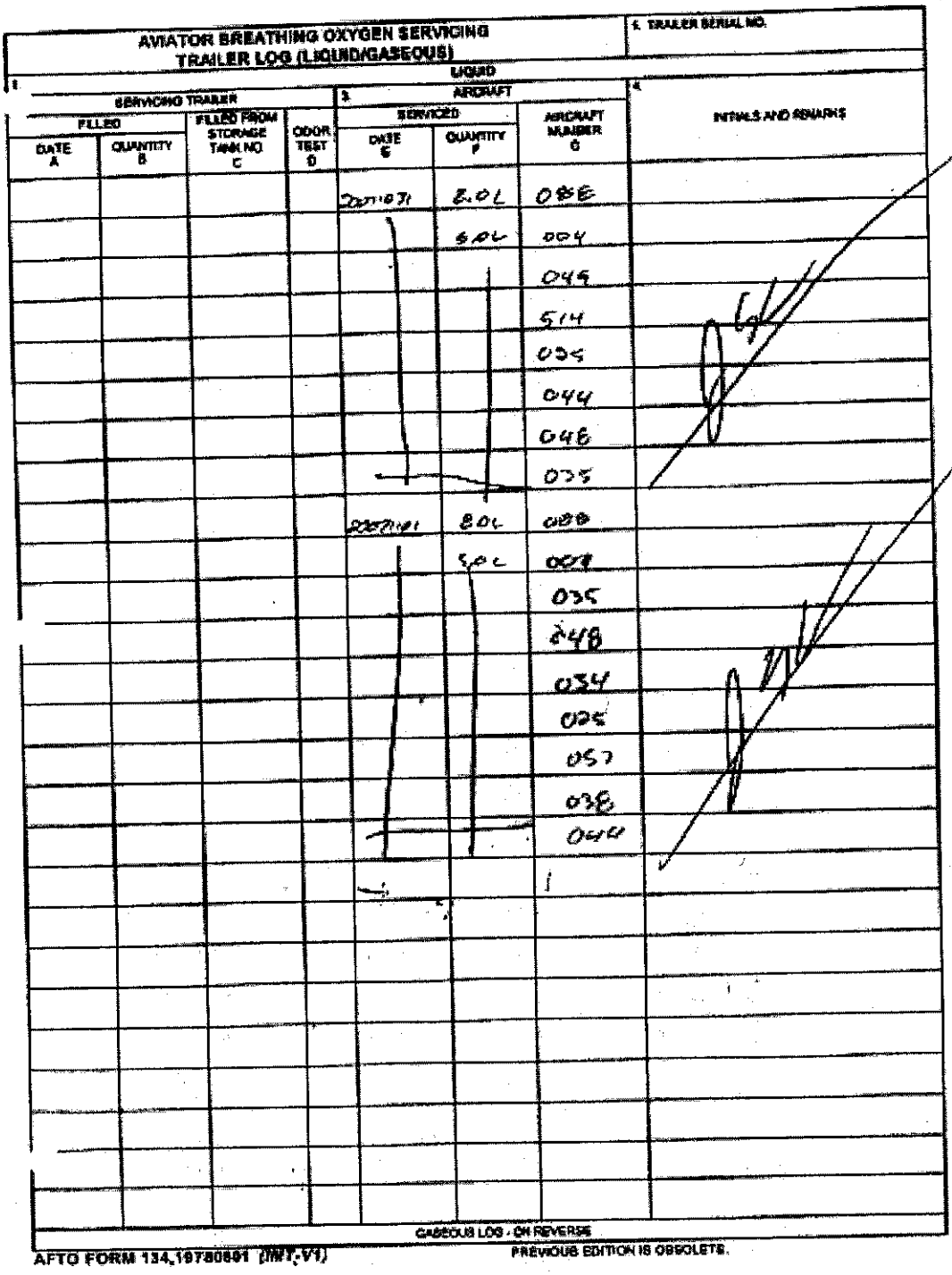
Transient Aircraft Oil Analysis Record

Friday November 2, 2007 At 10:52:26

Equipment Model	Serial Number	TMS	Cust Ident	Lab	End Item	Equi Oil
F15	681746	FAAA	MSQB	AZY	P100, PW100	AS

Sample Date	Sample Time	Hours TSOH	Hours TSOC	Reason	Fe	Ag	Al	Cr	Cu	Mg	Na	Ni	Pb	Si	Sn	Ti	B	Mo	Zn	LaB Rec	Action	Des Itm	How Mal	How Fnd	Tail Number	Oil Added	MISC
07211	2152	6314	198	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	AA					80-034-1	P0	
07212	1717	6315	199	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	A					80-034-1	P0	
07234	2006	6317	201	R	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	AA					80-034-1	P0	
07235	2256	6321	205	R	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	A					80-034-1	P0	
07240	1217	6323	207	R	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	A					80-034-1	P0	
07241	1350	6324	208	R	1	0	0	0	0	0	0	0	0	0	6	1	0	0	0	A					80-034-1	P0	C1
07242	1237	6326	210	R	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	A					80-034-1	P0	
07291	1659	6348	232	R	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	A					80-034-1	P0	
07299	1153	6350	234	R	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	AA					80-034-1	P0	
07304	1521	6353	237	R	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	A					80-034-1	P0	

Last Burn Remarks:



AVIATOR BREATHING OXYGEN SERVICING
TRAILER LOG (LIQUID/GASEOUS)

5. TRAILER SERIAL NO.

LIQUID

1. SERVICING TRAILER				3. AIRCRAFT			4.
FILLED		FILLED FROM STORAGE TANK NO. C	ODOR TEST D	SERVICED		AIRCRAFT NUMBER G	INITIALS AND REMARKS
DATE A	QUANTITY B			DATE E	QUANTITY F		
				20071031	8.0L	085	
					5.0L	004	
						045	
						514	
						034	
						044	
						046	
						035	
				20071101	8.0L	088	
					5.0L	004	
						035	
						248	
						034	
						025	
						057	
						038	
						040	
						1	

GASEOUS LOG - ON REVERSE

AFTO FORM 134, 19780801 (IMT, V1) PREVIOUS EDITION IS OBSOLETE.

AFPET LABORATORY REPORT
HQ AFPA/AFTLA
1430 C Street
Building 70, Area B
WPAFB, OH 45433-7631

Lab Report No: 20071LA0832000 | Protocol: FY-AVI-0013 | Cust Sample No: NONE GIVEN
Date Sampled: 11/27/2007 | Date Received: 12/03/2007 | Date Reported: 12/04/2007

Sample Submitted:
13: FW/LGMF
10800 Lambert Intl Blvd
Bridgeton, MO 63044-0373

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1
Product: Aviation Turbine Fuel, Kerosene
Specification: MIL-DTL-83133E Grade:JP-8

Source: 07L038 | Qty Submitted: 2 gal | Qty Rep: 6,000 gal

Method	Test	Min	Max	Result
MIL-DTL-83133E	Workmanship			Pass
ASTM D 3242 - 07	Total Acid Number (mg KOH/g)		0.015	0.003
ASTM D 1319 - 03	Aromatics (% vol)		25.0	16.3
ASTM D 3227 - 04a	Mercaptan Sulfur (% mass)		0.002	0.000
ASTM D 4294 - 03	Total Sulfur (% mass)		0.30	0.11
ASTM D 86 - 07a	Distillation			
	Initial Boiling Point (°C)			149
	10% Recovered (°C)		205	173
	20% Recovered (°C)			181
	50% Recovered (°C)			199
	90% Recovered (°C)			238
	End Point (°C)		300	259
	Residue (% vol)		1.5	1.4
	Loss (% vol)		1.5	0.3
ASTM D 93 - 07	Flash Point (°C)	38		49
ASTM D 4052 - 96	API Gravity @ 60°F	37.0	51.0	46.4
ASTM D 5972 - 05	Freezing Point (°C)		-47	-47
ASTM D 445 - 06	Viscosity @ -20°C (mm²/s)		8.0	4.1
ASTM D 3338 - 05	Net Heat of Combustion (MJ/kg)	42.8		43.4
ASTM D 3343 - 05	Hydrogen Content (% mass)	13.4		14.0
ASTM D 1322 - 97	Smoke Point (mm)	25.0		25.0
ASTM D 130 - 04	Copper Strip Corrosion (2 h @ 100°C)	1 (Max)		1a
ASTM D 3241 - 04	Thermal Stability @ 260°C			
	Change in Pressure (mmHg)		25	0
	Tube Deposit Rating, Visual	<3 (Max)		1
ASTM D 381 - 04	Existent Gum (mg/100 ml)		7.0	<1
ASTM D 5452 - 06	Particulate Matter (mg/L)		0.5	0.1
MIL-DTL-83133E	Filtration Time (min)		15	5
ASTM D 1094 - 05	Water Reaction Interface Rating	1b (Max)		1
ASTM D 5006 - 03	FSII (% vol)	0.07	0.20	0.12
ASTM D 2624 - 07	Conductivity (pS/m)	50	700	190
ASTM D 5001 - 06	Lubricity Test (BOCLE) Wear Scar (mm)	Report Only		0.54
GC	Gas Chromatographic Analysis			See Below

Dispositions:
Material meets specification requirements with respect to the test(s) conducted.
For information purposes only.
Gas chromatography scan appears to be that of a JP-8 fuel with no anomalies detected.

Approved By	Date
Miguel Acevedo, Chief	12/04/2007
\\SIGNED\\	

AFPET LABORATORY REPORT
HQ AFPA/AFTLA
2430 C Street
Building 70, Area B
WPAFB, OH 45433-7632

Lab Report No: 2007LA08322001 Protocol: FU-AVI-0013 Cust Sample No: NONE GIVEN
Date Sampled: 11/27/2007 Date Received: 12/03/2007 Date Reported: 12/04/2007

Sample Submitter:
131 FW/LGRF
10800 Lambert Intl Blvd
Bridgeton, MO 63044-2371
This sample was electronically

2007 / 12 / 01 14:29

Tool Accountability System

Item History Report

F8AFFL015 APG CTK

LAMBERT/ST LOUIS IAP, MO\131 AGS

Record Count: 9

Date	Action	Personnel Name	Operator Name	Qty
2007/10/26 7:46:38AM	ISSUED	GREG ALDERSON	bogus user	1
2007/10/26 2:30:01PM	RETURN	GREG ALDERSON	bogus user	1
2007/10/29 6:36:42AM	ISSUED	ROBERT DEBRECHT	bogus user	1
2007/10/29 2:45:05PM	RETURN	ROBERT DEBRECHT	bogus user	1
2007/10/31 6:47:55AM	ISSUED	RYAN HOUBERG	bogus user	1
2007/10/31 2:16:34PM	RETURN	RYAN HOUBERG	bogus user	1
2007/11/01 7:46:30AM	ISSUED	RYAN HOUBERG	bogus user	1
2007/11/01 3:47:53PM	RETURN	RYAN HOUBERG	bogus user	1
2007/11/02 7:36:27AM	ISSUED	ROBERT WEBER	bogus user	1

INTENTIONALLY

LEFT

BLANK

TAB E

INTENTIONALLY

LEFT

BLANK

TAB E

INTENTIONALLY

LEFT

BLANK

TAB F

WEATHER AND ENVIRONMENTAL RECORDS AND DATA

INTENTIONALLY

LEFT

BLANK

F1. WEATHER BRIEFINGS PROVIDED TO FLIGHT CREWS

TAILORED - 15th Operational Weather Squadron

15th Operational Weather Squadron

AOR: 15 OWS - NE CONUS
AOI: NECONUS

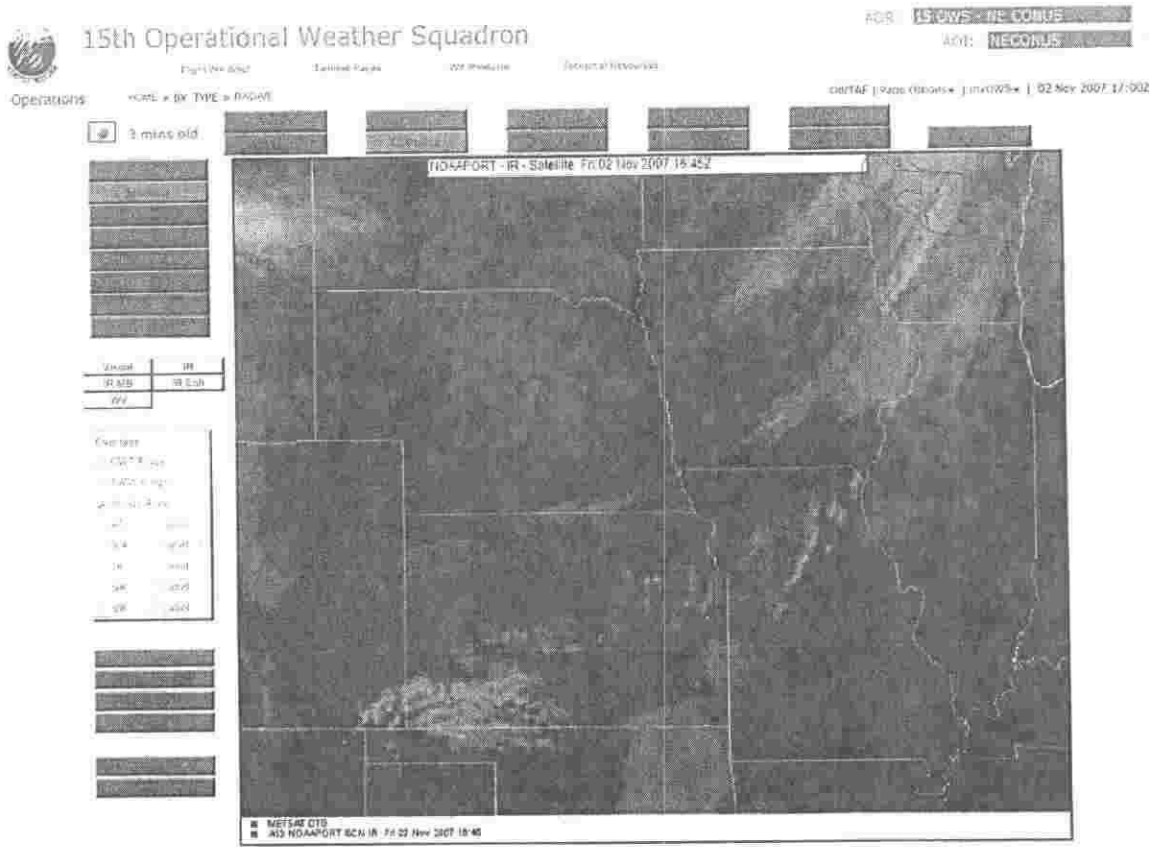
Flight WX Brief | Tailored Pages | WX Products | Technical Resources

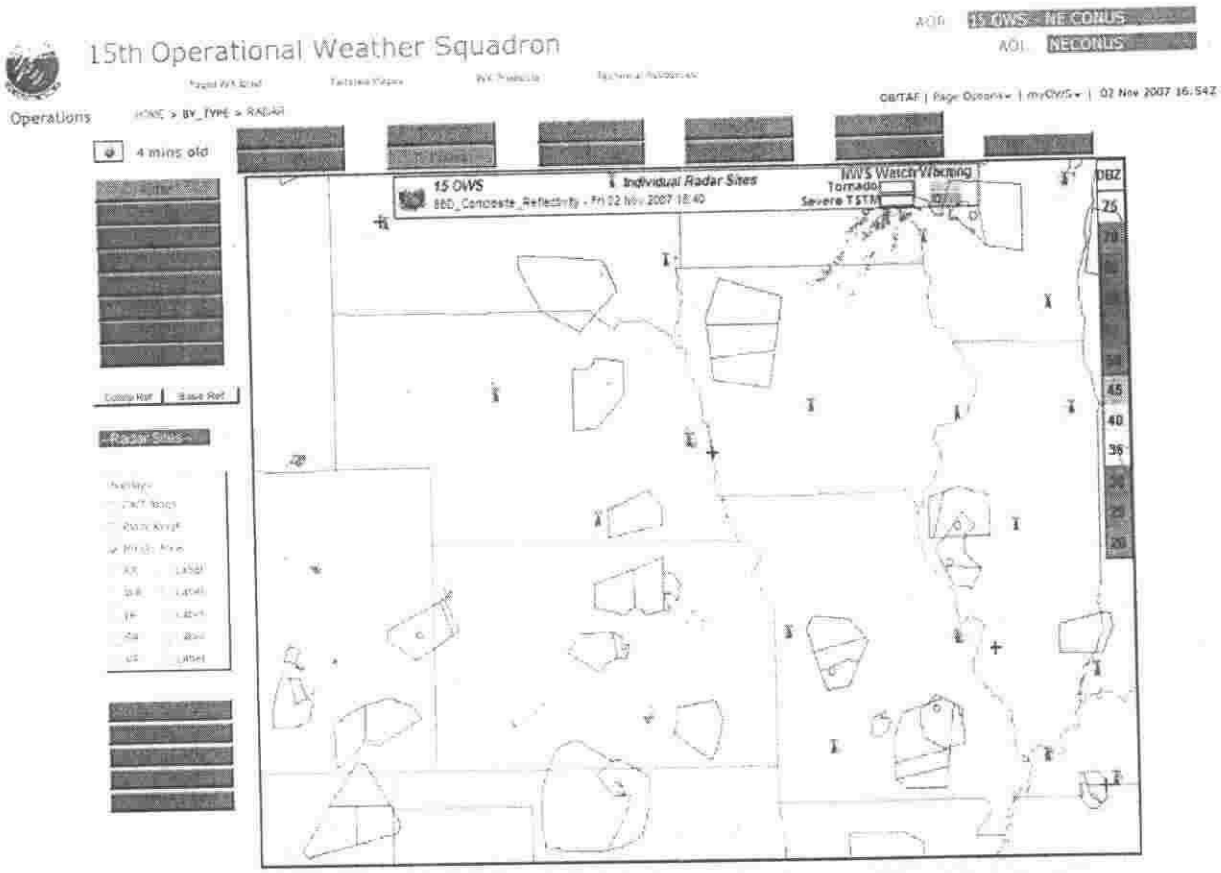
Operations | HOME > TAILORED > 131 FW - KSTL | OB/TAF | Page Options | myOWS | 02 Nov 2007 10:37Z

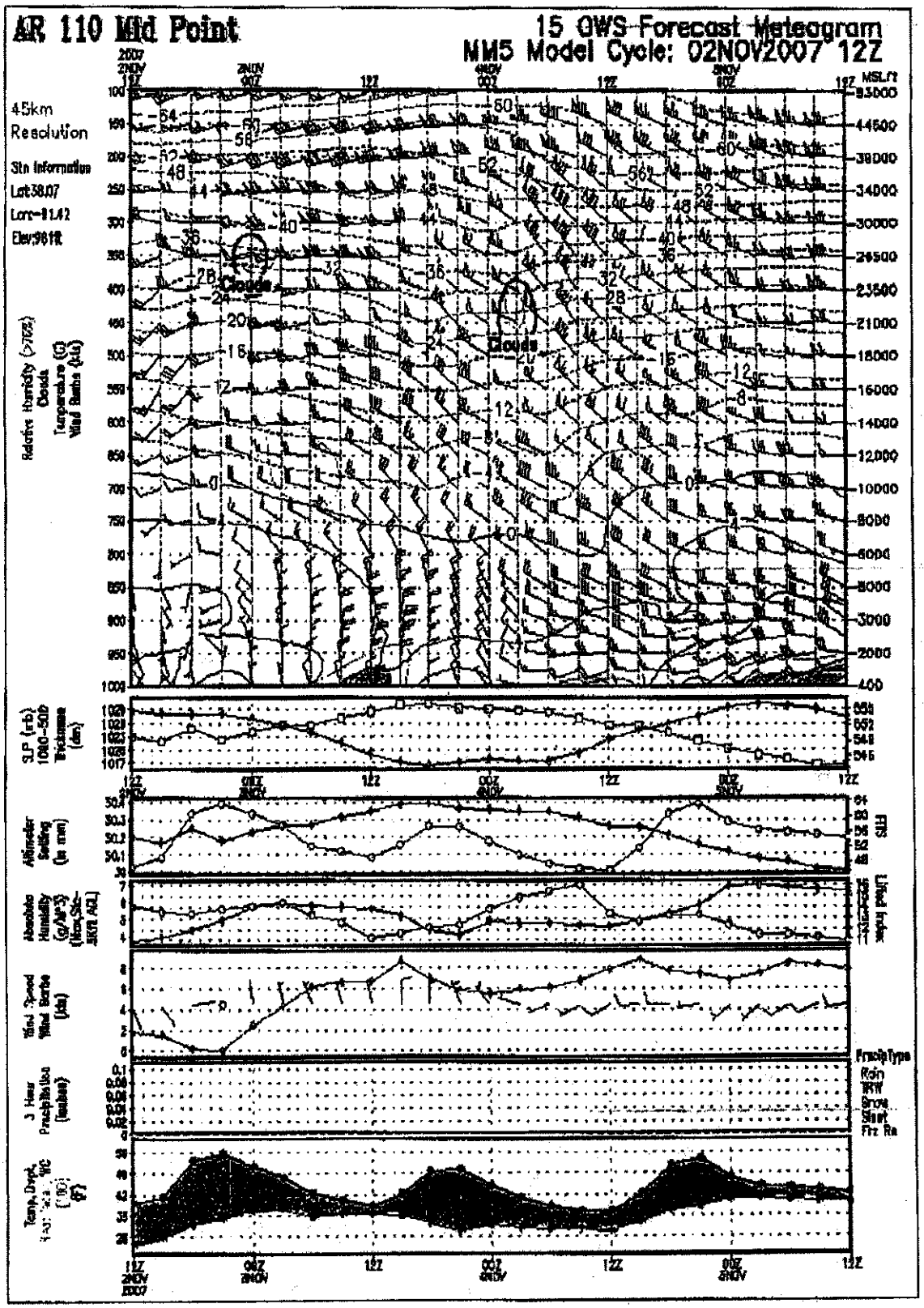
```
SAZZ40 KAWN 021000 RRG
METAR KBLV 020955Z 00000KT 10SM CLR M01/M02 A3024 RMK AO2A SLP244 T10121025
      FZRANO $

FTZZ84 KAWN 020800 RRG
TAF KBLV 020808 VRB06KT 9999 SKC QNH3020INS
     BECMG 0506 32009KT 9999 SCT120 QNH3028INS T17/212 TM01/102

SAZZ84 KAWN 021000 RRX
SPECI KCGI 021030Z AUTO 00000KT 3/4SM BR CLR M02/M03 A3022 RMK AO2

FTXN60 KAWN 021000 RRN
TAF AMD KCGI 020932Z 021006 00000KT 2SM BR SKC
      TEMPO 1012 1/2SM FZFG
      FM1300 04004KT P6SM SKC

SAXN15 KAWN 021000 RRX
METAR KCOU 020954Z AUTO 14005KT 10SM CLR 02/M06 A3021 RMK AO2 SLP232
      T00221056 TSNO

FTXN60 KAWN 020600 RRX
TAF KCOU 020530Z 020606 13005KT P6SM SKC
      FM1500 18006KT P6SM SKC
      FM2300 27005KT P6SM SCT120

SAZZ84 KAWN 021000 RRX
METAR KEVV 020954Z AUTO 00000KT 10SM CLR 02/M01 A3025 RMK AO2 SLP243
      T00171011

FTXN60 KAWN 020600 RRX
TAF KEVV 020521Z 020606 06004KT P6SM SKC

SAZZ84 KAWN 021000 RRT
METAR KJEF 020953Z AUTO 00000KT 10SM CLR M03/M05 A3022 RMK AO2 SLP228
      T10281050

SAZZ84 KAWN 021000 RRX
METAR KMVN 021035Z AUTO 00000KT 10SM CLR M03/M04 A3027 RMK AO1

SAZZ84 KAWN 021000 RRU
METAR KPAH 020953Z AUTO 00000KT 10SM CLR M01/M02 A3020 RMK AO2 SLP229
      T10061022

FTXN60 KAWN 020600 RRX
TAF KPAH 020521Z 020606 04004KT P6SM SKC

SAZZ84 KAWN 021000 RRX
METAR KPIA 020954Z 00000KT 10SM CLR M01/M04 A3025 RMK AO2 SLP248 T10111039

FTZZ84 KAWN 020700 RRM
TAF KPIA 020632Z 020706 14004KT P6SM SKC
      FM1500 20010KT P6SM SCT250
      FM0000 24005KT P6SM SKC

SAXN15 KAWN 021000 RRO
METAR KSGF 020952Z 15009KT 10SM CLR 03/M03 A3017 RMK AO2 SLP220 T00281028

FTXN60 KAWN 020600 RRX
TAF KSGF 020520Z 020606 14004KT P6SM SKC
      FM1800 21006KT P6SM SKC
      FM0000 36004KT P6SM SKC

SAZZ84 KAWN 021000 RRG
METAR KSPI 020952Z AUTO 00000KT 10SM CLR M02/M03 A3025 RMK AO2 SLP246
      T10171033

FTZZ84 KAWN 020700 RRM
TAF KSPI 020632Z 020706 15004KT P6SM SKC
      FM1500 19008KT P6SM SCT250
      FM0000 25005KT P6SM SKC
```

TAILORED - 15th Operational Weather Squadron

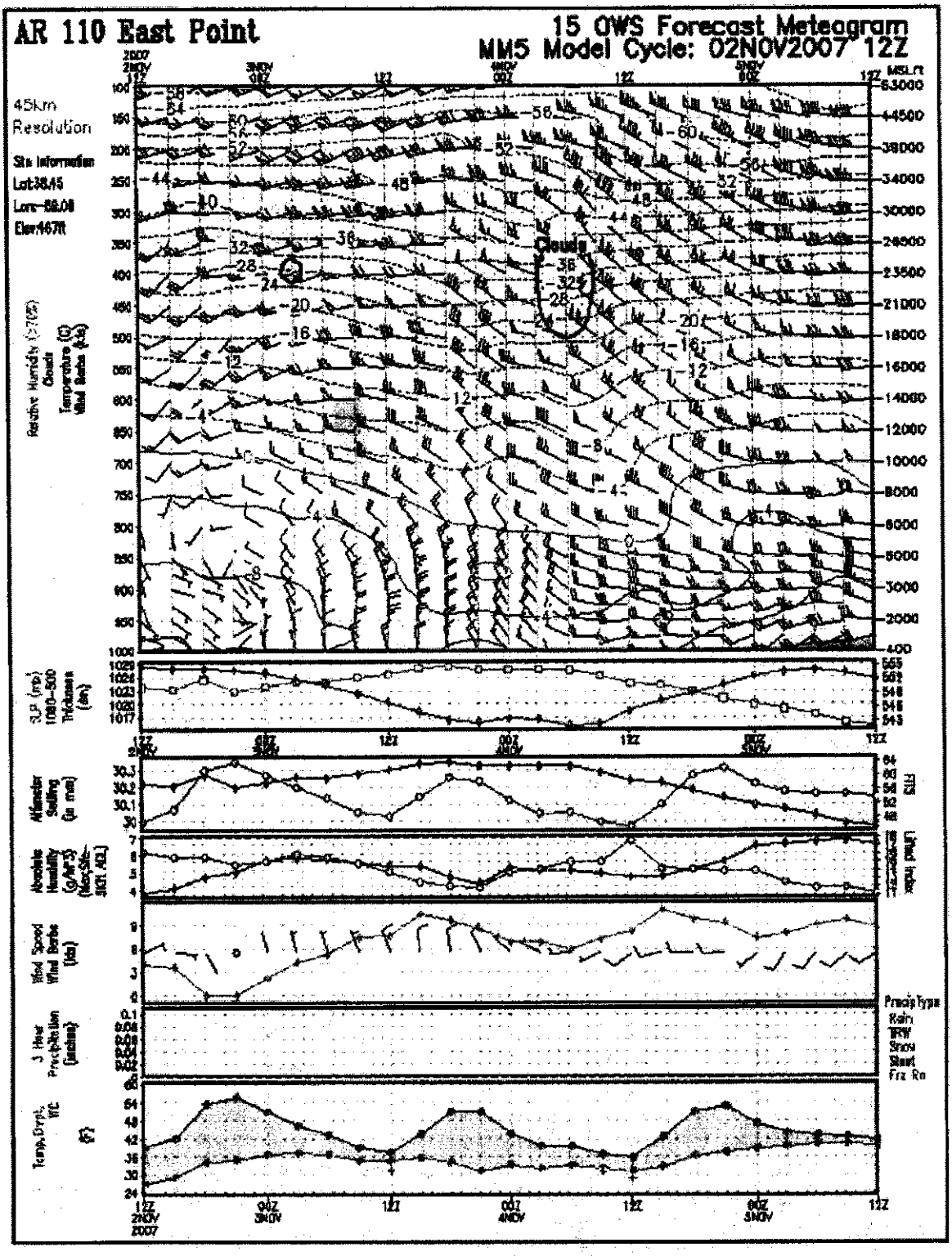
```
SAXN15 KAWN 021000 RRB
METAR KSTL 020951Z 00000KT 10SM CLR 01/M02 A3025 RMK AO2 SLP246 T00111022

FTXN60 KAWN 020600 RRX
TAF KSTL 020530Z 020606 VRB03KT P6SM SKC
     FM1500 18005KT P6SM SKC

SAZZ40 KAWN 021000 RRE
METAR KSZL 020955Z AUTO 16005KT 10SM CLR 03/M03 A3018 RMK AO2 SLP223
      T00291032

FTUS13 KAWN 020318 RRB
TAF KSZL 020303 VRB05KT 9999 SKC QNH3022INS T17/21Z T06/12Z

SAZZ84 KAWN 021000 RRX
METAR KTBN 020955Z AUTO 15007KT 10SM CLR M01/M04 A3020 RMK AO2 SLP231
      T10081040

SAZZ84 KAWN 021000 RRT
METAR KVIH 020953Z AUTO 15008KT 10SM CLR 02/M06 A3019 RMK AO2 SLP227
      T00171061
```


15th Operational Weather Squadron
AOR: 15 OWS - NE CONUS
AOI: NECONUS
Operations
3 mins old
NOAAPORT - IR - Satellite Fri 02 Nov 2007 18:45Z


15th Operational Weather Squadron
AOR 15 OWS - NE CONUS
AOI NECONUS
Operations
4 mins old
15 OWS
Individual Radar Sites
NWS Watch/Warning
Tornado
Severe TSTM
DBZ
75
70
65
60
55
50
45
40
35
30
25
20



F-15C, S/N 80-0034, 20071102KSTL002A



F-15C, S/N 80-0034, 20071102KSTL002A

Defense Internet NOTAM Service

Locations:
KSTL, KBLV, KCGI, KCPS, KSPI, KHUF, KALN, KCOU, KSUS, KSZL, KTBN, KPIA, KK02

Data Current as of: Fri, 02 Nov 2007 10:36:00 GMT

KSTL LAMBERT-ST LOUIS INTL

11/010 (A1410/07) - 6/24 CLSD. 02 NOV 04:00 2007 UNTIL 02 NOV 11:00 2007. CREATED: 02 NOV 00:07 2007
10/270 - HIWAS OUTLET OTS. WIE UNTIL UFN. CREATED: 31 OCT 02:11 2007
10/267 (A1399/07) - 12L/30R CLSD 0400-1100 DLY. 31 OCT 04:00 2007 UNTIL 02 NOV 11:00 2007. CREATED: 31 OCT 00:21 2007
10/240 - VORTAC UNMNT. WIE UNTIL UFN. CREATED: 27 OCT 00:57 2007
10/179 - RCAG 284.67 VICE 380.2. WIE UNTIL UFN. CREATED: 22 OCT 02:03 2007
10/178 - RCAG 128.35 VICE 125.5. WIE UNTIL UFN. CREATED: 22 OCT 01:37 2007
08/196 (A1138/07) - 12L LDA/DME LLZ/DME DCMSND. WIE UNTIL UFN. CREATED: 24 AUG 15:58 2007
01/316 (A0176/07) - 30R ILS MM DCMSND. 31 JAN 16:00 2007 UNTIL UFN. CREATED: 29 JAN 12:37 2007
04/075 (A0421/06) - OZARK THREE DEPARTURE, TURBO FIVE DEPARTURE,
CARDS SEVEN DEPARTURE TAKE-OFF MINIMUMS:
RWY 6, 12L, 12R, 29, STANDARD.
RWY 24, 100-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 280 FEET
PER NM TO 800.
RWY 30L, 100-1 OR STANDARD WITH MINIMUM CLIMB OF 276 FEET
PER NM TO 800.
RWY 30R, 200-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 322 FEET
PER NM TO 900.
REST OF PROCEDURE REMAINS UNCHANGED. WIE UNTIL UFN. CREATED: 13 APR 09:01 2006
FDC 7/0781 (A0710/07) - FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO.
ILS OR LOC RWY 6, AMDT 1A...
CHANGE IN PLANVIEW: ST. LOUIS (STL) VORTAC TO FASHE INT/DME FIX
R-032 TO READ R-031. WIE UNTIL UFN. CREATED: 09 MAY 15:13 2007
FDC 7/1357 (A0106/07) - FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO.
RNAV (GPS) RWY 12R, ORIG...
LNAV/VNAV DA: 1102/HAT 562 ALL CATS VISIBILITY CAT D 6000.
VGSI AND RNAV GLIDEPATH NOT COINCIDENT. WIE UNTIL UFN. CREATED: 19 JAN 20:39 2007
FDC 6/5698 (A0465/06) - FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO.
TACAN RWY 12R, ORIG-B...
VGSI AND DESCENT ANGLES NOT COINCIDENT. WIE UNTIL UFN. CREATED: 18 APR 14:52 2006

KBLV SCOTT AFB/MIDAMERICA

M0201/07 - MILITARY RAMP/LEAD IN TAXIWAYS TO MILITARY RAMP CLOSED
2300L-0600L DAILY. CONTACT COMMAND POST DURING CLOSURE HOURS AT DSN
576-5891 FOR ANY QUESTIONS. 21 SEP 11:10 2007 UNTIL 20 DEC 23:59 2007. CREATED:
21 SEP 11:06 2007
10/011 - 14R/32L CLSD 0400-1100 DLY. WIE UNTIL UFN. CREATED: 15 OCT 12:06 2007
09/001 - RTR 128.25 OTS. WIE UNTIL UFN. CREATED: 03 SEP 04:28 2007
FDC 7/8599 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
ILS RWY 32L, ORIG-A...
TERMINAL ROUTE FROM TROY (TOY) VORTAC TO BL NDB NA. MSA FROM
CENTRALIA (ENL) VORTAC 030-210 2600, 210-030 2100.
PROCEDURE TURN NA.
DELETE ALL REFERENCE TO BL NDB.
CIRCLING MDA CATS A/B 1000/HAA 541, CAT C 1060/HAA 601, CATD
1240/HAA 781.
VISIBILITY CAT D 2 1/2.
CENTRAILIA (ENL) VORTAC CROSSING RADIAL (R-272) NOT AUTHORIZED
FOR BLVIL INT.
DME REQUIRED. WIE UNTIL UFN. CREATED: 16 JUL 17:30 2007
FDC 7/8994 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.

TACAN RWY 32L ORIG ...
S-32L: MDA 900/HAT 462 ALL CATS.
CIRCLING: MDA 1000/HAA 541 CAT A/B, MDA 1240/HAA 781 CAT D,
VIS CAT D 2 1/2. WIE UNTIL UFN. CREATED: 23 APR 18:59 2007

FDC 7/8981 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
ILS RWY 14R ORIG-A ...
CIRCLING: MDA 1240/HAA 781 CAT D. VIS CAT D 2 1/2. WIE UNTIL UFN. CREATED:
23 APR 18:30 2007

FDC 6/1348 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
ILS/DME RWY 14L, ORIG-A...
ILS RWY 32R, ORIG-A...
CIRCLING MDA CAT A/B 1000/HAA 541, CAT C 1060/HAA 601, CAT D
1240/HAA 781. VISIBILITY CAT D 2 1/2. WIE UNTIL UFN. CREATED: 26 SEP 19:41
2006

FDC 6/1319 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
GPS RWY 14L, ORIG-A...
GPS RWY 32R, ORIG-A...
CIRCLING MDA CAT A/B 1000/HAA 541, CAT C 1060/HAA 601, CAT D
1240/HAA 781. VISIBILITY CAT D 2 1/2. WIE UNTIL UFN. CREATED: 26 SEP 17:34
2006

FDC 6/1317 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
RNAV (GPS) RWY 14R, ORIG-A...
CIRCLING: CAT D MDA 1240/HAA 681. VISIBILITY CAT D 2 1/2. WIE UNTIL UFN.
CREATED: 26 SEP 17:30 2006

FDC 6/1316 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
RNAV (GPS) RWY 32L, ORIG-A...
CIRCLING: MDA CAT A/B 1000/HAA 541, CAT D 1240/HAA 781.
CAT D VISIBILITY 2 1/2. WIE UNTIL UFN. CREATED: 26 SEP 17:30
2006

FDC 6/1296 - FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL.
TACAN RWY 32L, ORIG...
S-32L: MDA 900/HAT 462 ALL CATS.
CIRCLING: CAT A/B 1000/HAA 541, CAT D 1240/HAA 781.
VISIBILITY CAT D 2 1/2. WIE UNTIL UFN. CREATED: 26 SEP 15:35
2006

L0056/07 - SCOTT AFB MILITARY RAMP IS LIMITED TO ONE HEAVY AIRCRAFT (C5,
KC10, C17 OR KC135) ON THE GROUND AT ONE TIME EXCEPT FOR SCHEDULED
MEDI-EVAC MISSIONS. THIS IS DUE TO EXTREMELY LIMITED PARKING SPOTS. 24 SEP 20:00
2007 UNTIL 21 DEC 23:59 2007. CREATED: 24 SEP 20:03 2007

KCGI CAPE GIRARDEAU RGNL

11/003 - TOWER 1488 (773 AGL) 8.95 NNE LGTS OTS (ASR1006510). WIE UNTIL 16 NOV 19:41 2007.
CREATED: 01 NOV 19:45 2007

11/002 - TOWER 827 (255 AGL) 10.30 NNW LGTS OTS (ASR 1217114). WIE UNTIL 16 NOV 11:23
2007. CREATED: 01 NOV 11:24 2007

11/001 - TOWER 993 (453 AGL) 5.59 SE LGTS OTS (ASR 1233747). WIE UNTIL 16 NOV 04:03 2007.
CREATED: 01 NOV 04:03 2007

10/015 - TOWER 720 (240 AGL) 3.43 WSW LGTS OTS (ASR 1005112). WIE UNTIL 06 NOV 18:41 2007.
CREATED: 22 OCT 18:41 2007

FDC 6/0920 - FI/T CAPE GIRARDEAU REGIONAL, CAPE GIRARDEAU, MO.
ILS RWY 10, AMDT 10A...
CIRCLING CAT D MDA 1000/HAA 658. WIE UNTIL UFN. CREATED: 22 SEP 15:08 2006

KCPS ST LOUIS DOWNTOWN

10/013 - 12L/30R CLSD. 29 OCT 10:00 2007 UNTIL 27 NOV 10:00 2007. CREATED: 26 OCT 14:34
2007

10/007 - TOWER 946 (411 AGL) 6.60 E LGTS OTS (ASR 1226787). WIE UNTIL 03 NOV 18:10 2007.
CREATED: 19 OCT 18:19 2007

FDC 7/1094 - FI/T ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL.
ILS RWY 30L, AMDT 8...
S-ILS 30L: MINIMUMS NA.
S-LOC 30L: VISIBILITY CATS A/B 1.
DISTANCE FAF TO THLD: 4.8 NM.
DISTANCE FAF TO MAP: 4.6 NM.

TIME/DIST TABLE: 60=4:36, 90=3:04, 120=2:18, 150=1:50,
180=1:32.
INOPERATIVE TABLE DOES NOT APPLY. WIE UNTIL UFN. CREATED: 10 MAY 21:16
2007

KSPI ABRAHAM LINCOLN CAPITAL

09/014 - 31 TORA 7000 TODA 7000 ASDA 7000 LDA 7000. WIE UNTIL UFN. CREATED: 24 SEP 20:37
2007

09/013 - 13 TORA 7000 TODA 7000 ASDA 6818 LDA 6214. WIE UNTIL UFN. CREATED: 24 SEP 20:36
2007

FDC 6/0683 - FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL.
ILS OR LOC RWY 22, AMDT 8A.
ADF OR RADAR REQUIRED. WIE UNTIL UFN. CREATED: 19 JAN 17:23 2006

KHUF TERRE HAUTE INTL-HULMAN FIELD

M0016/07 - RUNWAY 14 DEPARTURE END ARRESTING GEAR UNSERVICEABLE. 04AUG 07 0000L TO 30 NOV
07 0000L, 04 AUG 04:00 2007 UNTIL 30 NOV 04:00 2007. CREATED: 03 AUG 18:10 2007

M0015/07 - 02 AUG 07 0000L TO 30 NOV 07 0000L DEPARTURE END OF RUNWAY 32
ARRESTING GEAR UNSERVICEABLE. 02 AUG 07 0400Z TO 30 NOV 07 0400Z, 02 AUG 04:00
2007 UNTIL 30 NOV 04:00 2007. CREATED: 01 AUG 19:38 2007

10/331 - TOWER 855 (234 AGL) 3.81 E LGTS OTS (ASR 1223241). WIE UNTIL 05 NOV 07:27 2007.
CREATED: 21 OCT 07:28 2007

10/188 - OSGOOD RCO 122.25 OTS. WIE UNTIL UFN. CREATED: 13 OCT 14:25 2007

08/327 - 5 ALS PCL CMSND KEY 118.3. WIE UNTIL UFN. CREATED: 22 AUG 18:42 2007

FDC 7/2174 - FI/T TERRE HAUTE INTERNATIONAL-HULMAN FIELD,
TERRE HAUTE, IN.
RNAV (GPS) RWY 32 ORIG ...
RNAV (GPS) RWY 14 ORIG ...
CIRCLING: MDA 1000/HAA 411 CAT A. WIE UNTIL UFN. CREATED: 31 JAN 16:28
2007

FDC 7/2173 - FI/T TERRE HAUTE INTERNATIONAL-HULMAN FIELD,
TERRE HAUTE, IN.
RADAR-1 AMDT 4 ...
ASR 5: MDA 940/HAT 367 ALL CATS. WIE UNTIL UFN. CREATED: 31 JAN 16:27
2007

FDC 6/1804 - FI/T TERRE HAUTE INTERNATIONAL-HULMAN FIELD, TERRE
HAUTE, IN.
HI TACAN 1 RWY 23, AMDT 2A...
HI TACAN 1 RWY 5, AMDT 2A...
HI ILS 1 RWY 5, AMDT 2A...
TERMINAL ROUTE CAPITAL (CAP) VORTAC TO FACES/ TTH 7 DME NA. WIE UNTIL UFN.
CREATED: 05 JUL 18:06 2006

KALN ST LOUIS RGNL

10/015 - 29 ALS STEP 3 UNAVBL. WIE UNTIL UFN. CREATED: 22 OCT 15:11 2007

FDC 7/3257 - FI/T ST LOUIS REGIONAL, ALTON/ST LOUIS, IL.
RNAV (GPS) RWY 29, ORIG...
LNAV MDA 940/HAT 409 ALL CATS, VIS CAT C 3/4. CHANGED NOTE, FOR
INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 3/4 ALL CATS,
INCREASE LNAV CAT D VISIBILITY TO 1 1/4. VDP AT 1.12 NM TO
RUNWAY 29. WIE UNTIL UFN. CREATED: 15 FEB 17:16 2007

KCOU COLUMBIA RGNL

10/290 - TOWER 1137 (275 AGL) 8.61 N LGTS OTS (ASR 1005490). WIE UNTIL 13 NOV 12:27 2007.
CREATED: 29 OCT 12:27 2007

08/294 - LAA DCMSND. WIE UNTIL UFN. CREATED: 22 AUG 16:04 2007

FDC 5/1141 - FI/T COLUMBIA REGIONAL, COLUMBIA, MO.
LOC BC RWY 20, AMDT 11B...
ILS RWY 2, AMDT 13B...

DME REQUIRED. WIE UNTIL UFN. CREATED: 02 DEC 22:12 2005

KSUS SPIRIT OF ST LOUIS

08/013 - REMOTE AIRPORT ADVISORY SERVICE (RAA) AVBL 124.75 0500-1100 DLY. WIE UNTIL UFN. CREATED: 22 AUG 15:59 2007

08/012 - LAA DCMSND. WIE UNTIL UFN. CREATED: 22 AUG 15:54 2007

08/009 - 8R/26L ALS OTS EXC PCL 0500-1100 DLY. WIE UNTIL UFN. CREATED: 20 AUG 12:31 2007

FDC 7/8275 - FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO.
TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...
TAKEOFF MINIMUMS: RWY 8R, 700-1 OR STANDARD WITH A MINIMUM CLIMB OF 364 FEET PER NM TO 800. NOTE: RWY 8R, TEMPORARY CRANE 2170 FT FROM DER, 875 FT LEFT OF CENTERLINE, 100 FT AGL/563 FT MSL. TEMPORARY CRANE 5304 FT FROM DER, 2631 FT RIGHT OF CENTERLINE, 93 FT AGL/613 FT MSL.
ALL OTHER DATA REMAINS AS PUBLISHED. WIE UNTIL UFN. CREATED: 16 APR 13:58 2007

KSZL WHITEMAN AFB

M1083/07 - VHF AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) FREQUENCY CHANGED TO 118.725. 31 OCT 15:29 2007 UNTIL 31 JAN 23:59 2008. CREATED: 31 OCT 15:31 2007

M1081/07 - AERODROME OFFICIAL BUSINESS ONLY. 06 NOV 06:00 2007 UNTIL 15 NOV 23:00 2007. CREATED: 30 OCT 21:35 2007

M1025/07 - TAXIWAY ALPHA CLOSED, USE NORTH RAMP FOR ALTERNATE TAXI OPERATIONS. 09 OCT 12:00 2007 UNTIL 09 JAN 12:00 2008. CREATED: 04 OCT 12:30 2007

V0035/07 - (DOD PROCEDURAL NOTAM) HI-TACAN/TACAN RWY 19, ORIG 07186; REPLACE FIX NAME SEBIT WITH SAVBE. HI-ILS Y RWY 1, ORIG 07186; REPLACE FIX NAME ELVIR WITH DILTY. 19 OCT 11:42 2007 UNTIL 13 DEC 06:00 2007. CREATED: 19 OCT 11:43 2007

V0034/07 - (DOD PROCEDURAL NOTAM) ALL PUBLISHED INSTRUMENT APPROACH PROCEDURES N/A USING FMS ONLY. THE FIXES HIDNN, WAKET, HARLI, CUPMI, BONIC, WHELS, OCLEG, DILTY, IRODE, SAVBE, CALEB, APENE, COBLU, BEEAN, CAARP, SKIDD, CHOSE BATMN, FILEN, NUNKEE, FETRA, AND EMMA ARE INCORRECTLY DEFINED IN FAAO 7350.7 AND FMS DATABASES. 19 OCT 11:42 2007 UNTIL 13 DEC 06:00 2007. CREATED: 19 OCT 11:41 2007

KTBN WAYNESVILLE RGNL ARPT AT FORNEY FIELD

M0412/07 - WAYNESVILLE CITY AVIATION CIVILIAN RAMP CLOSED FOR CONSTRUCTION, 100LL NOT AVAILABLE. 31 OCT 20:00 2007 UNTIL 02 NOV 23:59 2007. CREATED: 31 OCT 19:53 2007

M0411/07 - FORT LEONARD WOOD HOSPITAL HELIPAD CLOSED FOR CONSTRUCTION. 02 NOV 12:00 2007 UNTIL 02 NOV 22:00 2007. CREATED: 31 OCT 19:49 2007

M0397/07 - METEOROLOGICAL SERVICE, FORNEY ASOS (573) 596-6959. 11 OCT 19:25 2007 UNTIL 10 DEC 23:59 2007. CREATED: 11 OCT 19:28 2007

11/016 - R4501F ACT. 03 NOV 13:00 2007 UNTIL 03 NOV 22:00 2007. CREATED: 01 NOV 03:15 2007

11/015 - R4501E ACT. 04 NOV 15:00 2007 UNTIL 04 NOV 23:00 2007. CREATED: 01 NOV 03:15 2007

11/014 - R4501E ACT. 03 NOV 14:00 2007 UNTIL 03 NOV 22:00 2007. CREATED: 01 NOV 03:14 2007

11/013 - R4501E ACT. 02 NOV 14:00 2007 UNTIL 02 NOV 22:00 2007. CREATED: 01 NOV 03:14 2007

11/012 - R4501D ACT. 04 NOV 15:00 2007 UNTIL 04 NOV 23:00 2007. CREATED: 01 NOV 03:13 2007

11/011 - R4501D ACT. 03 NOV 14:00 2007 UNTIL 03 NOV 22:00 2007. CREATED: 01 NOV 03:12 2007

11/010 - R4501D ACT. 02 NOV 14:00 2007 UNTIL 02 NOV 22:00 2007. CREATED: 01 NOV 03:12 2007

11/009 - R4501C ACT. 04 NOV 15:00 2007 UNTIL 04 NOV 23:00 2007. CREATED: 01 NOV 03:11

2007

11/008 - R4501C ACT. 03 NOV 14:00 2007 UNTIL 03 NOV 22:00 2007. CREATED: 01 NOV 03:11 2007

11/007 - R4501C ACT. 02 NOV 14:00 2007 UNTIL 02 NOV 22:00 2007. CREATED: 01 NOV 03:10 2007

11/006 - R4501B ACT. 04 NOV 13:00 2007 UNTIL 05 NOV 01:00 2007. CREATED: 01 NOV 03:09 2007

11/005 - R4501B ACT. 03 NOV 12:00 2007 UNTIL 04 NOV 05:59 2007. CREATED: 01 NOV 03:09 2007

11/004 - R4501B ACT. 02 NOV 11:00 2007 UNTIL 03 NOV 04:59 2007. CREATED: 01 NOV 03:08 2007

11/003 - R4501A ACT. 04 NOV 15:00 2007 UNTIL 04 NOV 23:00 2007. CREATED: 01 NOV 03:07 2007

11/002 - R4501A ACT. 03 NOV 14:00 2007 UNTIL 03 NOV 22:00 2007. CREATED: 01 NOV 03:06 2007

11/001 - R4501A ACT. 02 NOV 13:00 2007 UNTIL 02 NOV 22:00 2007. CREATED: 01 NOV 03:06 2007

10/155 - 100LL FUEL UNAVBL. WIE UNTIL 02 NOV 23:59 2007. CREATED: 31 OCT 20:04 2007

10/126 - TOWER 1724 (320 AGL) 16.75 SSW LGTS OTS (ASR 1004010). WIE UNTIL 11 NOV 04:28 2007. CREATED: 27 OCT 04:29 2007

10/049 - ASOS 573-596-6959 CMSND. WIE UNTIL UFN. CREATED: 11 OCT 19:39 2007

FDC 6/1391 - FI/P WAYNESVILLE RGNL AT FORNEY FLD, FORT LEONARD WOOD, MO.
NDB RWY 32, ORIG-A...
S-32 MDA 1580/427 HAT ALL CATS. VIS CATS A/B 1.
ROLLA NATIONAL ALTIMETER SETTING MINIMUMS: S-32 MDA 1660/507 HAT ALL CATS, VIS CATS A/B 1, VIS CAT C 1 1/2.
CIRCLING CATS A/B MDA 1660/HAA 501.
MISSED APPROACH: CLIMB TO 2900 THEN RIGHT TURN TO BUCKHORN (BHN) NDB AND HOLD.
BHN NDB TO RWY 32: 2.77 DEGREES, THRESHOLD CROSSING HEIGHT 37.
DELETE PROFILE NOTE: MAINTAIN 2400 UNTIL PROCEDURE TURN INBOUND.
CHART PROFILE NOTE: MAINTAIN 2900 UNTIL PROCEDURE TURN INBOUND.
THIS IS NDB RWY 32, ORIG-B. WIE UNTIL UFN. CREATED: 29 JUN 18:35 2006

FDC 6/1390 - FI/P WAYNESVILLE RGNL AT FORNEY FLD, FORT LEONARD WOOD, MO.
VOR RWY 32, ORIG-B...
S-32 MDA 1580/427 HAT ALL CATS. VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2.
ROLLA NATIONAL ALTIMETER SETTING: S-32 MDA 1640/487 HAT ALL CATS. VIS CAT A/B 1.
CIRCLING CATS A/B MDA 1660/HAA 501.
HAUKE TO RWY 32: 3.21 DEGREES, THRESHOLD CROSSING HEIGHT 37.
THIS IS VOR RWY 32, ORIG-C. WIE UNTIL UFN. CREATED: 29 JUN 18:34 2006

FDC 6/4727 - FI/T WAYNESVILLE RGNL AT FORNEY FLD, FORT LEONARD WOOD, MO.
NDB/DME RWY 14, AMDT 1A...
S-14: CAT D NA. VIS CATS A/B 1.
ROLLA NATIONAL ALTIMETER SETTING:
S-14 CAT D NA. VIS CATS A/B 1.
MISSED APPROACH: CLIMB TO 2500 DIRECT BHN NDB AND HOLD.
EJTAR TO RWY 14: 3.64 DEGREES, THRESHOLD CROSSING HEIGHT 36. WIE UNTIL UFN. CREATED: 04 APR 16:49 2006

KPIA GREATER PEORIA RGNL

11/002 - 4 ALS OTS. WIE UNTIL UFN. CREATED: 02 NOV 00:07 2007

11/001 - TOWER 828 (320 AGL) 4.91 ENE LGTS OTS (ASR 1036611). WIE UNTIL 15 NOV 23:59 2007. CREATED: 01 NOV 00:00 2007

10/065 - TOWER 1015 (265 AGL) 7.69 ESE LGTS OTS (ASR 1231835). WIE UNTIL 15 NOV 03:30 2007. CREATED: 31 OCT 03:30 2007

10/062 - 4/22 CLSD. WIE UNTIL UFN. CREATED: 30 OCT 03:32 2007

10/051 - AIRDROP 3000/BLW 3 NMR EITHER SIDE LINE FROM PIA192023-PIA229033-PIA241033 AVOIDANCE ADZD. WIE UNTIL UFN. CREATED: 24 OCT

20:46 2007
09/023 - VORTAC UNMNT. WIE UNTIL UFN. CREATED: 13 SEP 20:16 2007
09/009 - 4/22 NON STD RWY LGTS. WIE UNTIL UFN. CREATED: 04 SEP 19:26 2007

KK02 PERRYVILLE MUNI

No active NOTAMs for this location.

Number of NOTAMs: 89 End of Report

F2. ACTUAL WEATHER OBSERVATIONS & CONDITIONS

KSTL TAC ATIS INFORMATION

INFORMATION: J TIME: 1451 Z

WIND: CALM VISIBILITY: 09

CEILING: VFR [X]

______	FEW [ ]	SCT [ ]	BKN [ ]	OVC [ ]
______	FEW [ ]	SCT [ ]	BKN [ ]	OVC [ ]
______	FEW [ ]	SCT [ ]	BKN [ ]	OVC [ ]
______	FEW [ ]	SCT [ ]	BKN [ ]	OVC [ ]

ALTIMETER: 30.28 ACTIVE RNWY: 30

REMARKS:

AIRCRAFT CODES

B1 04-1
2 48-1
M1 35-
2 34-
3 25-
4 57-

FROM: 15 OWS

TO: 131 FW, ST LOUIS, MO

ATTN: CHIEF BROWN

Chief, The wind data that you requested. In case your fax isn't printing too well the wind synopsis is as follows:

Appears winds at FL070 were approximately 240 degrees at 5-9kt. Winds increased to about 25kt at FL150. Winds became more westerly (260-270 degrees) at about FL300 with speeds increasing to 45-50kt. Above FL400 winds were in the 60-65kt range.

If you require any further assistance please give us a call

Stephen M. Heywood, MSgt, USAF

15th Operational Weather Sq

Chief, Mission Execution Flight

TAB G

PERSONNEL RECORDS

INTENTIONALLY

LEFT

BLANK

G1. FLIGHT RECORDS

G1.1 Major Stillwell's ARMS Data

PREPARED 02 NOV 2007 12:13 INDIVIDUAL DATA SUMMARY AS OF 02 NOV 2007 PCN SA036-A70

INQUIRY

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ CMD: ANG WING: 0131FTRWG UNIT: 0110FTRSQ
BASE: 131ST FIGHTER WING

PERSONAL DATA

DUTY PHONE:		SECURITY CLEARANCE:	V
OFFICE SYMBOL:	DO	SECURITY CLEARANCE DATE:	09 MAY 06
MBR SVC CAT:	AIRNG	RESTRICTED AREA BADGE NO:	19898-CG
LAST PHYS DATE:	02 NOV 06	PROFESSIONAL QUAL INDEX (PQI):	
PHYS CODE:	A	PROFESSIONAL QUAL INDEX DATE:	
PHYS DUE DATE:	30 NOV 07		
PHYS AVAIL CODE:	B		
PHYS AVAIL DATE:	02 NOV 06	JUMP STATUS	
PHYSIOLOGICAL TNG DATE:	19 JUL 05	DATE ASSIGNED JUMP STATUS:	
PHYSIOLOGICAL DUE DATE:	31 JUL 10		
DATE OF BIRTH:		SYSTEM MANAGEMENT	
DUTY AFSC:	011F3F		
EFFECTIVE DATE OF DUTY:	15 SEP 06	HARM CODE:	MSQB
PAS CODE:	F81CFMCP	DEPLOYED HARM CODE:	
SHORT TOUR INDICATOR:	N	DEPLOYED DATE:	
DATE RETURN FROM OVERSEAS:		REDEPLOYED DATE:	
DATE OF RANK:	04 AUG 04	SPECIAL CAT ID:	
DATE OF SEP/OBLIGATION:	08 AUG 88	RECORDS REVIEW ACC DATE:	11 AUG 07
DATE DEP LAST DUTY STA:	29 DEC 99	RECORDS REVIEW DUE DATE:	30 NOV 08
DATE ARR THIS STATION:	14 AUG 97	RECORDS REVIEW STATUS CODE:	N
PERSONNEL RECORD STATUS:	10		
PROJECTED DAFSC:			
PROJECTED PAS CODE:			
PROJECTED DUTY LOCATION:			
PROJ DEPARTURE DATE:			
PROJ REPORTING DATE:			
FAC 8 EFFECTIVE DATE:			
LOCAL USE CODE:			

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE_____ DATE_____

PREPARED 02 NOV 2007 12:13

INDIVIDUAL DATA SUMMARY AS OF 02 NOV 2007 PCN SA036-A70

INQUIRY

NAME: STILWELL, STEPHEN R SSAN: GRADE: MAJ CMD: ANG WING: 0131FTRWG UNIT: 0110FTRSQ
BASE: 131ST FIGHTER WING

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:	MSQB
CMD OF AIRCRAFT:	34
ACFT SVC CAT:	AIRNG
PRIMARY ACFT:	F015C
FLT DUTY CERT CODE:	MPAE
CATEGORICAL FLYING WAIVER:	N

INCENTIVE PAY DATA

LAST MPO DATE:	16 MAY 07
LAST MPO REASON:	A
AD/IAD:	NONE
PAY STOP DATE:	15 MAY 13
LAST PRODUCTIVE FLIGHT DATE:	12 OCT 07
PREVIOUS PRODUCTIVE FLIGHT DATE:	12 OCT 07

CEFIP/ACIP DATA

AVIATION SERVICE CODE:	2A
EFFECTIVE DATE:	16 MAY 07
PRIOR ASC:	1A
EFFECTIVE DATE:	12 OCT 06
AERO ORDER TERM DATE:	15 MAY 13
OFFICER SERVICE DATE:	09 DEC 94
AVIATION SERVICE DATE:	16 MAY 95
TRANSITION STATUS CODE:	A
AVIATION POSITION INDICATOR:	1
EFFECTIVE DATE:	15 SEP 06
FLYING ACTIVITY CATEGORY:	1
PRE-ACIA-OFDA:	0
OFDA GATE 10/12:	145
OFDA GATE 15/15:	150
OFDA GATE 20/18:	0
OFDA TO DATE:	150

You have met OFDA requirements for current gate.

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING:	SENIOR PILOT
EFFECTIVE DATE:	25 MAR 03
AERONAUTICAL RATING:	PILOT
EFFECTIVE DATE:	11 DEC 98

OUS MIL RTG DT:	26 MAR 96
CURR PARA RATING:	
CURR PARA RATING DATE:	
ORIG PARA RATING:	
ORIG PARA RATING DATE:	

TRAINING/QUAL STATUS

FORMAL COURSE	DATE
COMBAT SURVIVAL TRAINING	12 JUL 00
WATER SURVIVAL/PARACHUTING	01 MAR 99
CENTRIFUGE	15 DEC 98

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE_____ DATE_____

ANG PAGE 1

PREPARED 02 NOV 2007 15:25 INDIVIDUAL FLIGHT DATA AS OF 02 NOV 2007 PCN SA036-F60

NAME: STILWELL, STEPHEN W RANK: MAJ SSAN: PRI ACFT: F015C
CREW POSN: MPAE AGE: LST PHYS: 02 NOV 06 API: 1 FAC: 1 ASC: 2A
DAFSC: 011F3F LST CHMB: 19 JUL 05 MAJCOM: ANG

(PART-1)

MDS:	F015C	F015B	SF015A	F015D	AT038B	SF015C	F015A	ACFT
CREW POSN:	MPAE	MPAE	MPAE	MPAE	FP	MP	MPAE	TOTAL
SEQ NO:	01	02	03	04	00	00	00	
TOTAL TIME:	318.7	91.4	0.0	52.5	22.7	97.7	919.2	1404.5
PRIMARY:	318.7	85.4	0.0	50.7	19.4	97.7	917.5	1391.7
SECONDARY:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER:	0.0	6.0	0.0	1.8	3.3	0.0	1.7	12.8
COMBAT:	0.0	0.0	0.0	0.0	0.0	0.0	16.0	16.0
CMBT SUPT:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NVG:	18.6	3.7	0.0	0.0	0.0	0.0	40.5	62.8

TOTAL FLYING TIME: 1404.5 TOTAL PRIMARY/INSTRUCTOR TIME: 1489.4
GRAND TOTAL: 1881.7 MDS PRIMARY/INSTRUCTOR TIME: 1391.7

PREPARED 02 NOV 2007 15:25 INDIVIDUAL FLIGHT DATA AS OF 02 NOV 2007 PCN SA036-F60

NAME: STILWELL, STEPHEN W RANK: MAJ SSAN: PRI ACFT: F015C
CREW POSN: MPAE AGE: LST PHYS: 02 NOV 06 API: 1 FAC: 1 ASC: 2A
DAFSC: 011F3F LST CHMB: 19 JUL 05 MAJCOM: ANG

AIRCRAFT TYPE REQUEST: ALL AIRCRAFT MDS REQUEST: %

(PART-2)

02 NOV	01 NOV	31 OCT	30 OCT	29 OCT	28 OCT	27 OCT	26 OCT	25 OCT	24 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23 OCT	22 OCT	21 OCT	20 OCT	19 OCT	18 OCT	17 OCT	16 OCT	15 OCT	14 OCT
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 OCT	12 OCT	11 OCT	10 OCT	09 OCT	08 OCT	07 OCT	06 OCT	05 OCT	04 OCT
0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

--- 30 DAYS TOTAL FLYING TIME: 1.5 DAYS FLOWN: 1 ---

03 OCT	02 OCT	01 OCT	30 SEP	29 SEP	28 SEP	27 SEP	26 SEP	25 SEP	24 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	0.0
23 SEP	22 SEP	21 SEP	20 SEP	19 SEP	18 SEP	17 SEP	16 SEP	15 SEP	14 SEP
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13 SEP	12 SEP	11 SEP	10 SEP	09 SEP	08 SEP	07 SEP	06 SEP	05 SEP	04 SEP
0.0	2.3	1.2	0.0	1.2	1.2	1.2	0.0	0.0	0.0

--- 60 DAYS TOTAL FLYING TIME: 10.9 DAYS FLOWN: 8 ---

03 SEP	02 SEP	01 SEP	31 AUG	30 AUG	29 AUG	28 AUG	27 AUG	26 AUG	25 AUG
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24 AUG	23 AUG	22 AUG	21 AUG	20 AUG	19 AUG	18 AUG	17 AUG	16 AUG	15 AUG
1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 AUG	13 AUG	12 AUG	11 AUG	10 AUG	09 AUG	08 AUG	07 AUG	06 AUG	05 AUG
0.0	0.0	0.0	1.2	1.2	0.0	2.8	0.0	0.0	0.0

--- 90 DAYS TOTAL FLYING TIME: 17.3 DAYS FLOWN: 12 ---

PREPARED 02 NOV 2007 11:57 FLYING HISTORY REPORT AS OF 02 NOV 2007 PCN SA036-F40

INQUIRY

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ API: 1 FAC: I OFDA: 150 ASC: 2A ASC DATE: 16 MAY 07
CMD: ANG WING: 0131FTRWG PRI CRW POS: P PRI ACFT: F015C UNIT: 0110FTRSQ0 BASE: 131ST FIGHTER WING

AIRCRAFT TOTALS

AIRCRAFT MDS	F015C(S)	F015B(S)	SF015A(Q)	F015D(S)	AT038B(S)	F015A(S)	SF015C(Q)
FLT DTY CERT CODE	MPAE	MPAE	MPAE	MPAE	FP	MPAE	MP
DATE FIRST FLOWN	19 MAY 99	16 FEB 00	NO DATE	05 APR 99	15 JAN 99	31 JAN 00	27 APR 99
DATE LAST FLOWN	12 OCT 07	07 FEB 06	NO DATE	23 DEC 99	04 MAR 99	05 JUN 05	03 DEC 99
TOTAL TIME	318.7	91.4	0.0	52.5	22.7	919.2	97.7
PRIMARY TIME	318.7	85.4	0.0	50.7	19.4	917.5	97.7
SECONDARY TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	0.0	6.0	0.0	1.8	3.3	1.7	0.0
NIGHT	22.4	6.0	0.0	1.8	0.0	54.3	0.0
PRIMARY INST	33.9	10.3	0.0	2.9	0.0	116.6	1.5
PRIMARY SIM INST	0.7	1.5	0.0	0.0	0.2	0.5	83.1
NVG TIME	18.6	3.7	0.0	0.0	0.0	40.5	0.0
COMBAT TIME	0.0	0.0	0.0	0.0	0.0	16.0	0.0
CMBT SUPPORT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	0	0	0	0	0	3	0
CMBT SUPPORT SORTIES	0	0	0	0	0	0	0
TOTAL SORTIES	262	69	0	41	24	677	66

PREPARED 02 NOV 2007 11:57 FLYING HISTORY REPORT AS OF 02 NOV 2007 PCN SA036-F40

INQUIRY

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ API: 1 FAC: 1 OFDA: 150 ASC: 2A ASC DATE: 16 MAY 07
CMD: ANG WING: 0131FTRW5 PRI CRW POS: P PRI ACFT: F015C UNIT: 0110FTRSQ0 BASE: 131ST FIGHTER WING

CAREER TOTALS

CREW POSITION	PILOT
PRIMARY TIME	1391.7
SECONDARY TIME	0.0
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	12.8
TOTAL TIME	1404.5
STUDENT TIME	264.2
OTHER US MIL TIME	213.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	16.0
COMBAT SUPT TIME	0.0
TOTAL SORTIES	1073
COMBAT SORTIES	3
COMBAT SUP SORTIES	0
NVG TIME	62.8
DATE FIRST FLOWN	15 JAN 99
DATE LAST FLOWN	12 OCT 07
GRAND TOTAL	1881.7

PREPARED 02 NOV 2007 11:51 AIRCRAFT MISHAP INVESTIGATION AS OF 02 NOV 2007 PCN SA036-F20

NAME: STILWELL, STEPHEN W GRADE: MAJ SSAN: API: 1 FAC: 1 ASC: 2A DAFSC: 011F3F AGE:
CMD: ANG WING: 0131FTRWG ORGANIZATION: 0110FTRSQ CREW POSITION: MPAE ASC DATE: 16 MAY 2007
CURR RATING: SENIOR PILOT AIRCRAFT TYPE: F015C SERIAL NO: 80-0034 MISHAP DATE: 02 NOV 2007

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
F015C	318.7	0.0	0.0	0.0	0.0	318.7	318.7	22.4	33.9	0.7	262
LAST 30 DAYS	3.8	0.0	0.0	0.0	0.0	3.8	3.8	0.0	0.0	0.0	3
LAST 60 DAYS	10.9	0.0	0.0	0.0	0.0	10.9	10.9	0.0	1.4	0.4	9
LAST 90 DAYS	17.3	0.0	0.0	0.0	0.0	17.3	17.3	1.2	1.4	0.4	14

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
F015B	85.4	0.0	0.0	0.0	6.0	91.4	85.4	6.0	10.3	1.5	69
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SF015A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
F015D	50.7	0.0	0.0	0.0	1.8	52.5	50.7	1.8	2.9	0.0	41
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
AT038B	19.4	0.0	0.0	0.0	3.3	22.7	19.4	0.0	0.0	0.2	24
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

PAGE 1

PREPARED 02 NOV 2007 11:51 AIRCRAFT MISHAP INVESTIGATION AS OF 02 NOV 2007 PCN SA036-F20

NAME: STILWELL, STEPHEN W GRADE: MAJ SSAN: API: 1 FAC: 1 ASC: 2A DAFSC: 011F3F AGE:
CMD: ANG WING: 0131FTRWG ORGANIZATION: 0110FTRSQ CREW POSITION: MPAE ASC DATE: 16 MAY 2007
CURR RATING: SENIOR PILOT AIRCRAFT TYPE: F015C SERIAL NO: 80-0034 MISHAP DATE: 02 NOV 2007

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
F015A	917.5	0.0	0.0	0.0	1.7	919.2	917.5	54.3	116.6	0.5	677
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SF015C	97.7	0.0	0.0	0.0	0.0	97.7	97.7	0.0	1.5	83.1	66
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST TIME	STUDENT	COMBAT	COMBAT SUPPORT	SORT
PILOT 15 JAN 1999 12 OCT 2007	1391.7	0.0	0.0	0.0	12.8	1404.5	1391.7	264.2	16.0	0.0	1073

PAGE 2

PREPARED 05 NOV 2007 10:16 INDIVIDUAL FLYING TIME SUMMARY AS OF 05 NOV 2007 PCN SA036-F70

REQUEST PERIOD FROM: 11 AUG 2004 TO: 02 NOV 2007

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ PRI CREW POS: P PRI AIRCRAFT: F015C
CMD: ANG WING: 0131FTRWG UNIT: 0110FTRSQ ACFT OPLOC: MSQB

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES
F015C	05 MAR 06	82-0	MP	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	1.3	0.0	0.0	1.3	3
	04 MAY 06	80-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	04 MAY 06	80-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	05 MAY 06	80-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	02 JUN 06	80-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	02 JUN 06	81-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	12 OCT 06	80-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	3
	02 DEC 06	0011	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	05 DEC 06	80-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	13 DEC 06	80-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	14 DEC 06	80-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	14 DEC 06	80-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	29 DEC 06	78-5	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	3
	05 JAN 07	78-5	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	3
	06 JAN 07	80-0	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	06 JAN 07	80-0	MP	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	07 JAN 07	78-5	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	3
	07 JAN 07	80-0	MP	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.6	0.0	0.0	3
	09 JAN 07	80-0	MP	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.4	0.0	0.0	1
	17 JAN 07	80-0	MP	0.6	0.0	0.0	0.0	0.0	0.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	18 JAN 07	81-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	4
	12 FEB 07	80-0	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	1
	13 FEB 07	80-0	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	14 FEB 07	80-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	15 FEB 07	80-0	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	16 FEB 07	81-0	MP	2.9	0.0	0.0	0.0	0.0	2.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	28 FEB 07	79-0	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	1
	28 FEB 07	80-0	MP	1.7	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	1
	01 MAR 07	80-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1

PREPARED 05 NOV 2007 10:16 INDIVIDUAL FLYING TIME SUMMARY AS OF 05 NOV 2007 PCN SA036-F70

REQUEST PERIOD FROM: 11 AUG 2004 TO: 02 NOV 2007

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ PRI CREW POS: P PRI AIRCRAFT: F015C
CMD: ANG WING: 0131FTRNG UNIT: 0110FTRSQ ACFT OPLOC: MSQB

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES
F015C	02 MAR 07	80-0	MP	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	04 MAR 07	80-0	MP	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	1.5	0.0	0.0	1.5	3
	05 MAR 07	79-0	MP	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	1.3	0.0	0.0	1.2	2
	05 MAR 07	79-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	07 MAR 07	81-0	MP	1.8	0.0	0.0	0.0	0.0	1.8	1	0.0	0	0.0	0	1.8	0.0	0.0	1.5	3
	27 MAR 07	80-0	MP	1.3	0.0	0.0	0.0	0.0	1.3	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	4
	12 APR 07	79-0	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	1
	13 APR 07	80-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.4	0.0	0.0	4
	15 APR 07	80-0	MP	1.0	0.0	0.0	0.0	0.0	1.0	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	16 APR 07	80-0	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	04 MAY 07	78-5	MP	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.7	0.0	0.0	3
	05 MAY 07	80-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	2
	05 MAY 07	80-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	2
	06 MAY 07	80-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	2
	07 MAY 07	80-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	25 MAY 07	80-0	MP	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	1
	25 MAY 07	80-0	MP	0.5	0.0	0.0	0.0	0.0	0.5	1	0.0	0	0.0	0	0.5	0.4	0.0	0.0	1
	28 MAY 07	80-0	MP	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	1
	07 JUN 07	82-0	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	08 JUN 07	80-0	MP	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	18 JUN 07	82-0	MP	0.8	0.0	0.0	0.0	0.0	0.8	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	4
	19 JUN 07	82-0	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	19 JUN 07	80-0	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	20 JUN 07	80-0	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	20 JUN 07	80-0	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	21 JUN 07	78-5	MP	0.6	0.0	0.0	0.0	0.0	0.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	15 JUL 07	78-5	MP	0.9	0.0	0.0	0.0	0.0	0.9	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1
	16 JUL 07	80-0	MP	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3
	16 JUL 07	80-0	MP	0.7	0.0	0.0	0.0	0.0	0.7	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3

PAGE 2 ANG PAGE 2

PREPARED 02 NOV 2007 12:19 INDIVIDUAL FLIGHT RECORD REPORT AS OF 02 NOV 2007 PCN SA036-F70

INQUIRY

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ PRI CREW POS: P PRI AIRCRAFT: F015C
CMD: ANG WING: 0131FTRWG UNIT: 0110FTRSQ ACFT OPLOC: MSQB

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
F015C	03 AUG 07	-049	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070811
F015C	08 AUG 07	-033	MP	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20070811
F015C	08 AUG 07	-026	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070811
F015C	10 AUG 07	-026	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070820
F015C	11 AUG 07	-514	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070821
F015C	24 AUG 07	-044	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	1.2	0.0	0.0	1.0	1	S	20070831
F015C	07 SEP 07	0033	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.4	0.0	3	S	20071025
F015C	08 SEP 07	-514	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	1	S	20071005
F015C	09 SEP 07	0043	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	3	S	20071025
F015C	11 SEP 07	0025	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20071025
F015C	25 SEP 07	-033	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	4	S	20071013
F015C	26 SEP 07	-033	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.4	0.0	0.0	1	S	20071005
F015C	11 OCT 07	0038	MP	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20071102
F015C	12 OCT 07	0044	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20071017
F015C	12 OCT 07	0044	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20071017

12 Sept vs. 12 Oct (See post Mission info dated 5NOV07) RD

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	75.1	0.0	0.0	0.0	0.0	75.1	67	0.0	0	0.0	0	6.3	8.2	0.4	5.1
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	0.0	0.0	0.0
UAV:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE_____ DATE_____

PAGE 3 ANG PAGE 3

The ARMS data pulled on November 2, 2007 shows Major Stilwell flying twice on 12 October, 2007. This was entered incorrectly. The two flights entered for 12 October, 2007 were actually flown on 12 September, 2007. This is corrected below on the ARMS data printed on November 5, 2007.

PREPARED 05 NOV 2007 10:17 INDIVIDUAL FLIGHT RECORD REPORT AS OF 05 NOV 2007 PCN SA036-F70

INQUIRY

NAME: STILWELL, STEPHEN W SSAN: GRADE: MAJ PRI CREW POS: P PRI AIRCRAFT: F015C
CMD: ANG WING: 0131FTRWG UNIT: 0110FTRSQ ACFT OPLOC: MSQB

MDS	DATE	TAIL NUMB	DUTY POSN	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG	RES	N/S	DATE UPDATED
F015C	03 AUG 07	-049	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070811
F015C	08 AUG 07	-033	MP	1.6	0.0	0.0	0.0	0.0	1.6	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20070811
F015C	08 AUG 07	-026	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070811
F015C	10 AUG 07	-026	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070820
F015C	11 AUG 07	-514	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20070821
F015C	24 AUG 07	-044	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	1.2	0.0	0.0	1.0	1	S	20070831
F015C	07 SEP 07	0033	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.4	3	S	20071029
F015C	08 SEP 07	-514	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.5	0.0	0.0	1	S	20071005
F015C	09 SEP 07	0043	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.3	0.0	0.0	3	S	20071029
F015C	11 SEP 07	0025	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20071029
F015C	12 SEP 07	-044	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	3	S	20071102
F015C	12 SEP 07	-044	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.2	0.0	0.0	4	S	20071013
F015C	25 SEP 07	-033	MP	1.2	0.0	0.0	0.0	0.0	1.2	1	0.0	0	0.0	0	0.0	0.4	0.0	0.0	1	S	20071005
F015C	26 SEP 07	-033	MP	1.1	0.0	0.0	0.0	0.0	1.1	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20071102
F015C	11 OCT 07	0038	MP	1.5	0.0	0.0	0.0	0.0	1.5	1	0.0	0	0.0	0	0.0	0.0	0.0	0.0	1	S	20071102

MDS SUMMARY	PRI	SEC	INST	EVAL	OTH	TOTAL	SRT	CMB	CMB SRT	C/S	C/S SRT	NITE	INS	SIM INS	NVG
AIRCRAFT:	75.1	0.0	0.0	0.0	0.0	75.1	67	0.0	0	0.0	0	6.3	8.2	0.4	5.2
SIMULATOR:	0.0	0.0	0.0	0.0	0.0	0.0	0	N/A	N/A	N/A	N/A	0.0	0.0	0.0	0.0
UAV:	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0.0

I CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. SIGNATURE_____ DATE_____

PAGE 3 ANG PAGE 3

INDIVIDUAL PHYSIOLOGICAL TRAINING RECORD

For aircrew members this record will be kept as a permanent part of the Individual Flight Record (IFR) or the AF Form 846, Request for Training Requirements - Annual Screening. For all other personnel this record may be kept as a permanent part of the Field Medical Record. Only Physiological Training Officers may authenticate entries. This record should accompany individual when reporting for refresher training courses.

NAME (Last, First, Middle Initial)	GRADE	SSN
Stilwell, Stephen W.		

TYPE OF TRAINING	TRAINING LOCATION	DATES: TRAINING	DATES: EXPIRATION	SIGNATURE OF PHYSIOLOGICAL TRAINING OFFICER
ENJJPT-Original	Sheppard AFB TX	26 Nov 97	30 Nov 00	DAVID A. WE[illegible]GE, 1Lt, USAF, BSC
TARF Refresher	RANDOLPH AFB TX	30 Nov 2000	30 Nov 2005	DW[illegible] I. PORTER, 1Lt, USAF, BSC
TARF REFRESHER	TYNDALL AFB, FL	19 Jul 05	31 Jul 10	MALCOLM A. BONNER, MAJ, USAF, BSC
*CENTRIFUGE	HOLLOMAN AFB NM	15 DEC 98	N/A	[illegible], 2Lt, USAF, BSC
Ejection Seat Training	Sheppard AFB TX	21 Nov 97	N/A	DAVID A. WE[illegible], 1Lt, USAF, BSC
Jump Qualified	Fort Benning GA	29 Jun 94	N/A	DAVID A. WE[illegible], 1Lt, USAF, BSC

REMARKS

*AFI 11-404 INITIAL CENTRIFUGE TRAINING COMPLETE.

AF FORM 702, DEC 93 (EF-V1) (PerFORM PRO) PREVIOUS EDITION IS OBSOLETE.

G1.2 Lt Col Flanagan's ARMS data

PREPARED 14 NOV 2007 10:02 AIRCRAFT MISHAP INVESTIGATION AS OF 14 NOV 2007 PCN SA036-F20

NAME: FLANAGAN, MICHAEL E GRADE: LTC SSAN: API: 6 FAC: 3 ASC: 3A DAFSC: C011F3F AGE:
CMD: ANG WING: 0131FTRWG ORGANIZATION: 0110FTRSQ CREW POSITION: EPAE ASC DATE: 31 OCT 2003
CURR RATING: COMMAND PILOT AIRCRAFT TYPE: F015C SERIAL NO: 034 MISHAP DATE: 02 NOV 2007

*** MISHAP AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
F015C	1042.8	0.7	318.0	5.6	0.0	1367.1	1360.8	114.0	116.5	0.6	984
LAST 30 DAYS	12.7	0.0	0.7	0.0	0.0	13.4	13.4	0.0	0.0	0.0	9
LAST 60 DAYS	16.3	0.0	2.0	0.0	0.0	18.3	18.3	0.0	0.0	0.0	13
LAST 90 DAYS	30.5	0.0	2.0	0.0	0.0	32.5	32.5	0.0	0.0	0.0	22

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
F015B	100.8	6.7	50.5	1.2	0.0	159.2	151.3	9.1	12.3	1.4	122
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SF015A	83.8	0.0	19.5	0.0	0.0	103.3	103.3	0.0	6.0	57.0	75
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
F015D	111.0	9.5	58.5	0.0	0.0	179.0	169.5	8.3	24.7	0.6	126
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
AT038A	1.6	0.0	0.0	0.0	0.0	1.6	1.6	0.0	0.0	0.0	2
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

PREPARED 14 NOV 2007 10:02 AIRCRAFT MISHAP INVESTIGATION AS OF 14 NOV 2007 PCN SA036-F20

NAME: FLANAGAN, MICHAEL E GRADE: LTC SSAN: API: 6 FAC: 3 ASC: 3A DAFSC: C011F3F AGE:
CMD: ANG WING: 0131FTRWG ORGANIZATION: 0110FTRSQ CREW POSITION: EPAE ASC DATE: 31 OCT 2003
CURR RATING: COMMAND PILOT AIRCRAFT TYPE: F015C SERIAL NO: 034 MISHAP DATE: 02 NOV 2007

*** OTHER AIRCRAFT ***

	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST	NIGHT	INS	SIM INS	SORT
AT038B	28.2	0.0	0.0	0.0	0.0	28.2	28.2	0.0	0.0	0.0	29
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
F015A	1551.3	1.0	278.3	12.0	0.0	1842.6	1829.6	116.0	183.5	4.5	1311
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
SF015C	1.5	0.0	9.0	0.0	0.0	10.5	10.5	0.0	0.0	0.0	7
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
ST038A	5.0	0.0	0.0	0.0	1.0	6.0	5.0	0.0	0.0	0.0	6
LAST 30 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 60 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
LAST 90 DAYS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0

PREPARED 14 NOV 2007 10:02 AIRCRAFT MISHAP INVESTIGATION AS OF 14 NOV 2007 PCN SA036-F20

NAME: FLANAGAN, MICHAEL E GRADE: LTC SSAN: API: 6 FAC: 3 ASC: 3A DAFSC: C011F3F AGE:
CMD: ANG WING: 0131FIRWG ORGANIZATION: 0110FTRSQ CREW POSITION: EPAE ASC DATE: 31 OCT 2003
CURR RATING: COMMAND PILOT AIRCRAFT TYPE: F015C SERIAL NO: 034 MISHAP DATE: 02 NOV 2007

*** CAREER TOTALS ***

CREW POSITION FIRST FLIGHT LAST FLIGHT	PRI	SEC	INST	EVAL	OTHER	TOTAL	PRI/INST TIME	STUDENT	COMBAT	COMBAT SUPPORT	SORI
PILOT 08 DEC 1986 31 OCT 2007	2835.7	17.9	705.3	18.8	0.0	3577.7	3541.0	180.3	58.0	0.0	2574

PAGE 3

G1.3 Squadron Flying Products

110th FIGHTER SQUADRON LETTER OF X's

1-Nov-07

	FLT	API/ RPI LVL	RAP	WX CAT	EXP LVL	FLT LD	MSN CC	IP	NVG	HMD	SEFE	FCF	OPS SUP	SOF
FLANAGAN, M.E.		6	CMR	2	E	4	X	X	IP	IP	X		X	X
DRAKE, R.C.	C	6	CMR	2	E	4	X	X	IP	IP	X	X	X	X
JURRIES, M.A.		1	CMR	2	E	4	X		4	4			X	X
ALLEN, D.		1	MQT	3	N									
CHRISTIAN, J.J.		1	CMR	2	E	4			4	4				X
HARRELL, M.W.		1	CMR	2	E	2			2	2				X
HRUSKA, J.G.		1	CMR	2	E	4	X	X	IP	IP		X	X	X
MARTYN, R.		1	CMR	2	E	4	X	X	IP	IP				X
DeLONG, R.H.		1	CMR	2	E	4			4	4				X
ABELL, J.R.		1	CMR	2	E	4	X	X	IP	IP			X	X
CANTWELL, S.		1	CMR	3	N				W	W				
DeMILLIANO, S.J.		1	CMR	2	E	2	X	X	X	X				X
FRANCIS, M.J.		1	CMR	2	E	4	X	X	IP	IP			X	X
KAMP, B.J.		6	CMR	2	E	4	X	X	IP	IP	X		X	X
McCOMAS, J.M.M.		1	CMR	2	E	4	X	X	IP	IP				X
STILWELL, S. W.		1	CMR	2	E	4			4	T				X
C FLIGHT														
DaSUTA, S.R.	C	1	CMR	2	E	4	X		4	4			X	X
BARRITT, D.L.	C	1	CMR	2	E	4	X	X	IP	IP			X	X
CIMA, C.M.	C	1	CMR	2	E	2			2	2				
HURLEY, J.A.	C	1	CMR	2	E	4	X	X	IP	IP	X		X	X
VERVILLE, J.A.	C	1	CMR	2	E	2			2	2				X
WING LEADERSHIP														
LEEKER, R.L.		6	BMC	2	E								X	X
MOHR, R.C.	C	6	CMR	2	E	4	X	X	IP	IP	X	X	X	X
KELK, J.K.	C	8	BMC	2	E	4			2					

21 CMR
2 BMC
0 NCMR
0 NBMC
1 MQT
24 TOTAL

//SIGNED//
MICHAEL E. FLANAGAN, Lt Col, MoANG
110FS COMMANDER

110th Fighter Squadron Experience Report
as of: 01-NOV-07

Unit: 0110

	Name	Total F-15 Time	Primary	Secondary	Instructor	Eval	Other	Combat Time	Combat Supt Time
1	[redacted]	3013.7	1949.6	2.2	1060.8	1.1	.0	80.9	.0
2		68.6	67.0	.0	.0	.0	1.6	.0	.0
3		2778.0	1971.0	29.0	776.6	.0	1.4	60.3	.0
4		340.5	337.3	3.2	.0	.0	.0	.0	.0
5		1923.6	1916.6	7.0	.0	.0	.0	73.4	.0
6		1045.9	1040.7	2.6	.0	.0	2.6	26.7	.0
7		577.8	577.8	.0	.0	.0	.0	.0	.0
8		2306.7	1753.9	2.1	429.8	119.6	1.3	140.2	18.9
9		579.3	574.4	4.9	.0	.0	.0	.0	.0
10		2675.2	1675.1	5.4	956.5	38.2	.0	329.6	3.0
11		3830.5	2533.9	37.9	1165.6	93.1	.0	439.8	38.1
12		2548.4	1963.8	9.5	561.5	13.6	.0	37.6	.0
13		3543.1	2801.8	17.9	704.6	18.8	.0	58.0	.0
14		2986.4	1735.5	9.2	1230.0	11.7	.0	104.2	.0
15		1707.8	1703.7	4.1	.0	.0	.0	51.7	.0
16		3713.1	1688.9	8.0	1981.8	33.0	1.4	359.9	15.7
17		2114.0	1400.6	5.6	692.2	15.6	.0	77.0	.0
18		2113.7	1897.0	6.2	192.7	.0	17.8	159.3	7.9
19		3436.3	1716.2	7.3	1650.3	62.5	.0	201.0	.0
20		4095.0	2723.3	18.8	1350.5	2.4	.0	296.7	14.3
21		866.3	862.8	2.7	.0	.0	.8	.0	.0
22		1546.0	1528.9	1.8	15.3	.0	.0	52.3	.0
23		1595.1	561.4	.0	1020.9	12.8	.0	48.9	6.7
24		3322.9	1659.7	29.4	1628.9	3.2	1.7	29.0	.0
25		2367.3	1086.9	11.3	1216.4	52.7	.0	128.1	.0
26		3506.5	2345.1	16.1	981.2	164.1	.0	141.6	4.8
27		1351.1	1343.2	1.5	.0	.0	6.4	42.5	.0
28		1380.3	1370.8	.0	.0	.0	9.5	16.0	.0
29		2030.8	2020.1	9.9	.0	.0	.8	152.7	13.3

110th Fighter Squadron
AFI 11-2F-15 Vol 1
Schedule Cheat Sheet - Night Squares
as of: 02-NOV-07 04:38:13 PM

		LD02			XNVAC			VT36	
		Due Date	Calculation2		Due Date	Calculation2		Due Date	Calculation2
Abell, J.	17-SEP-2007	[redacted]	70.00	11-AUG-2007	11-AUG-2008	1.00	05-MAR-2007	[redacted]	9.00
Allen, D.	31-OCT-2007	21-NOV-2007	3.00			0.00	11-SEP-2007	09-JAN-2008	0.00
Barritt, D.	30-OCT-2007	29-NOV-2007	96.00	11-AUG-2007	11-AUG-2008	1.00	21-AUG-2007	17-FEB-2008	10.00
Cantwell, S.	30-OCT-2007	20-NOV-2007	161.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	[redacted]	36.00
Christian, J.	13-OCT-2007	12-NOV-2007	91.00	11-AUG-2007	11-AUG-2008	2.00	20-AUG-2007	16-FEB-2008	7.00
Cima, C.	24-OCT-2007	23-NOV-2007	136.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	[redacted]	17.00
Dasuta, S.	25-OCT-2007	24-NOV-2007	108.00	11-AUG-2007	11-AUG-2008	2.00	07-MAY-2007	03-NOV-2007	11.00
Delong, R.	02-OCT-2007	01-NOV-2007	91.00	11-AUG-2007	11-AUG-2008	2.00	08-MAY-2007	04-NOV-2007	9.00
Demilliano, S.	16-OCT-2007	15-NOV-2007	94.00	11-AUG-2007	11-AUG-2008	2.00	22-AUG-2007	18-FEB-2008	12.00
Drake, R.	29-OCT-2007	28-NOV-2007	149.00	11-AUG-2007	11-AUG-2008	2.00	22-AUG-2007	18-FEB-2008	19.00
Eaves, K.	30-OCT-2007	29-NOV-2007	105.00	11-AUG-2007	11-AUG-2008	2.00	30-OCT-2007	27-APR-2008	22.00
Flanagan, M.	31-OCT-2007	30-NOV-2007	133.00	11-AUG-2007	11-AUG-2008	2.00	08-MAY-2007	04-NOV-2007	18.00
Francis, M.	30-OCT-2007	29-NOV-2007	155.00	11-AUG-2007	11-AUG-2008	2.00	21-AUG-2007	17-FEB-2008	25.00
Harrell, M.	30-OCT-2007	29-NOV-2007	104.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	19-FEB-2008	14.00
Hruska, J.	31-OCT-2007	30-NOV-2007	149.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	19-FEB-2008	28.00
Hurley, J.	31-OCT-2007	30-NOV-2007	63.00	11-AUG-2007	11-AUG-2008	2.00	10-SEP-2007	08-MAR-2008	6.00
Jurries, M.	31-OCT-2007	30-NOV-2007	161.00	11-AUG-2007	11-AUG-2008	2.00	30-OCT-2007	27-APR-2008	54.00
Kamp, B.	30-OCT-2007	29-NOV-2007	164.00	11-AUG-2007	11-AUG-2008	2.00	21-AUG-2007	17-FEB-2008	10.00
Kelk, J.	29-OCT-2007	28-NOV-2007	75.00	11-AUG-2007	11-AUG-2008	2.00	06-MAR-2007	[redacted]	12.00
Leeker, R.	31-OCT-2007	30-NOV-2007	34.00						
Martyn, R.	31-OCT-2007	30-NOV-2007	87.00	11-AUG-2007	11-AUG-2008	1.00	26-SEP-2007	24-MAR-2008	9.00
Mccomas, J.	26-OCT-2007	25-NOV-2007	93.00	11-AUG-2007	11-AUG-2008	2.00	09-MAY-2007	05-NOV-2007	16.00
Mcneil, J.	27-JUN-2007	[redacted]	23.00	01-DEC-2002	[redacted]	0.00	20-NOV-2002	[redacted]	0.00
Mohr, R.	23-OCT-2007	22-NOV-2007	143.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	19-FEB-2008	40.00
Schindehette, R.	09-SEP-2007	[redacted]	63.00	11-AUG-2007	11-AUG-2008	2.00	07-MAR-2007	[redacted]	4.00
Stilwell, S.	11-OCT-2007	10-NOV-2007	71.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	19-FEB-2008	15.00
Verville, J.	18-OCT-2007	17-NOV-2007	99.00	11-AUG-2007	11-AUG-2008	2.00	23-AUG-2007	19-FEB-2008	6.00

110th Fighter Squadron
AFI 11-2F-15 Vol 1
Schedule Cheat Sheet - Night Squares
as of: 02-NOV-07 04:38:13 PM

		SR23			RA04			RA05	
		Due Date	Calculation2		Due Date	Calculation2		Due Date	Calculation2
Abell, J.	05-MAR-2007	05-NOV-2008	4.00	13-SEP-2007	11-MAR-2008	8.00	27-JAN-2006	[redacted]	0.00
Allen, D.			0.00	31-OCT-2007	28-APR-2008	1.00	16-AUG-2007	12-FEB-2008	0.00
Barritt, D.	21-AUG-2007	21-APR-2009	8.00	11-SEP-2007	09-MAR-2008	12.00	21-AUG-2007	17-FEB-2008	3.00
Cantwell, S.	22-AUG-2007	22-APR-2009	15.00	26-OCT-2007	23-APR-2008	24.00	09-MAY-2007	05-NOV-2007	2.00
Christian, J.	20-AUG-2007	20-APR-2009	6.00	04-SEP-2007	02-MAR-2008	11.00	12-SEP-2006	[redacted]	1.00
Cima, C.	23-AUG-2007	23-APR-2009	11.00	26-SEP-2007	24-MAR-2008	19.00	09-MAY-2007	05-NOV-2007	6.00
Dasuta, S.	07-MAY-2007	07-JAN-2009	6.00	30-AUG-2007	26-FEB-2008	8.00	13-SEP-2006	[redacted]	1.00
Delong, R.	08-MAY-2007	08-JAN-2009	4.00	12-SEP-2007	10-MAR-2008	12.00	27-JAN-2006	[redacted]	0.00
Demilliano, S.	22-AUG-2007	22-APR-2009	9.00	16-OCT-2007	13-APR-2008	15.00	22-AUG-2007	18-FEB-2008	4.00
Drake, R.	22-AUG-2007	22-AUG-2008	13.00	23-OCT-2007	20-APR-2008	21.00	09-MAY-2007	05-NOV-2007	3.00
Eaves, K.	30-OCT-2007	30-JUN-2009	7.00	26-OCT-2007	23-APR-2008	9.00	09-MAY-2007	05-NOV-2007	1.00
Flanagan, M.	08-MAY-2007	08-JAN-2009	7.00	26-OCT-2007	23-APR-2008	21.00	12-SEP-2006	[redacted]	1.00
Francis, M.	21-AUG-2007	21-APR-2009	15.00	29-OCT-2007	26-APR-2008	24.00	06-MAR-2007	[redacted]	4.00
Harrell, M.	26-SEP-2007	26-MAY-2009	8.00	05-OCT-2007	02-APR-2008	12.00	26-SEP-2007	24-MAR-2008	4.00
Hruska, J.	23-AUG-2007	23-AUG-2008	12.00	31-OCT-2007	28-APR-2008	16.00	01-FEB-2006	[redacted]	0.00
Hurley, J.	10-SEP-2007	10-MAY-2009	2.00	31-OCT-2007	28-APR-2008	5.00	03-JUN-2006	[redacted]	0.00
Jurries, M.	30-OCT-2007	30-JUN-2009	14.00	23-OCT-2007	20-APR-2008	21.00	09-MAY-2007	05-NOV-2007	1.00
Kamp, B.	21-AUG-2007	21-APR-2009	13.00	16-OCT-2007	15-APR-2008	15.00	21-AUG-2007	17-FEB-2008	3.00
Kelk, J.	07-MAR-2007	07-NOV-2008	6.00	17-OCT-2007	14-APR-2008	8.00	06-MAR-2007	[redacted]	2.00
Leeker, R.	11-OCT-2007	11-JUN-2009	2.00	31-OCT-2007	28-APR-2008	12.00	13-SEP-2006	[redacted]	1.00
Martyn, R.	26-SEP-2007	26-MAY-2009	4.00	26-SEP-2007	24-MAR-2008	9.00	26-SEP-2007	24-MAR-2008	3.00
Mccomas, J.	09-MAY-2007	09-JAN-2009	6.00	26-OCT-2007	23-APR-2008	10.00	09-MAY-2007	05-NOV-2007	1.00
Mcneil, J.	15-JUN-2006	15-FEB-2008	0.00	10-AUG-2006	[redacted]	0.00	20-NOV-2002	[redacted]	0.00
Mohr, R.	23-AUG-2007	23-AUG-2008	13.00	26-SEP-2007	24-MAR-2008	17.00	21-AUG-2007	17-FEB-2008	4.00
Schindehette, R.	07-MAR-2007	07-NOV-2008	3.00	28-JUN-2007	[redacted]	12.00	06-DEC-2006	[redacted]	1.00
Stilwell, S.	23-AUG-2007	23-APR-2009	4.00	12-SEP-2007	10-MAR-2008	11.00	08-MAR-2007	[redacted]	3.00
Verville, J.	07-MAR-2007	07-NOV-2008	5.00	18-OCT-2007	15-APR-2008	12.00	14-SEP-2006	[redacted]	3.00

110th Fighter Squadron
FLIGHT Currency Requirements
as of: 01-NOV-07 05.50.43 PM
Bold Red items are OVERDUE Yellow Italicized items are due within 30 days

	NVG EVENT VT36		PREC APPR AP01		SOF CURR GS61	
	Last	Due	Last	Due	Last	Due
Abell, J.	05-MAR-2007		16-SEP-2007	31-OCT-2007	14-JAN-2005	
Allen, D.	11-SEP-2007	09-JAN-2008	29-OCT-2007	*28-NOV-2007*		
Barritt, D.	21-AUG-2007	17-FEB-2008	12-OCT-2007	*26-NOV-2007*	15-JUL-2007	11-JAN-2008
Cantwell, S.	23-AUG-2007	21-DEC-2007	26-OCT-2007	*25-NOV-2007*		
Champagne, G.			21-SEP-2007			
Christian, J.	20-AUG-2007	16-FEB-2008	12-OCT-2007	*26-NOV-2007*	26-JUL-2007	22-JAN-2008
Cima, C.	23-AUG-2007	21-DEC-2007	24-OCT-2007	08-DEC-2007		
Dasuta, S.	07-MAY-2007	*03-NOV-2007*	25-OCT-2007	09-DEC-2007	06-JUN-2007	03-DEC-2007
Delong, R.	08-MAY-2007	*04-NOV-2007*	18-OCT-2007	02-DEC-2007	08-SEP-2007	06-MAR-2008
Demilliano, S.	22-AUG-2007	18-FEB-2008	16-OCT-2007	30-NOV-2007	16-OCT-2007	13-APR-2008
Drake, R.	22-AUG-2007	18-FEB-2008	22-OCT-2007	06-DEC-2007	31-OCT-2007	28-APR-2008
Eaves, K.	30-OCT-2007	27-APR-2008	30-OCT-2007	14-DEC-2007	17-OCT-2007	14-APR-2008
Flanagan, M.	08-MAY-2007	*04-NOV-2007*	31-OCT-2007	15-DEC-2007	23-OCT-2007	20-APR-2008
Francis, M.	21-AUG-2007	17-FEB-2008	30-OCT-2007	14-DEC-2007	04-OCT-2007	01-APR-2008
Harrell, M.	23-AUG-2007	19-FEB-2008	13-OCT-2007	*27-NOV-2007*	25-OCT-2007	22-APR-2008
Hruska, J.	23-AUG-2007	19-FEB-2008	17-OCT-2007	01-DEC-2007	18-OCT-2007	15-APR-2008
Hurley, J.	10-SEP-2007	08-MAR-2008	31-OCT-2007	15-DEC-2007	28-AUG-2007	24-FEB-2008
Jurries, M.	30-OCT-2007	27-APR-2008	31-OCT-2007	15-DEC-2007	12-OCT-2007	09-APR-2008
Kamp, B.	21-AUG-2007	17-FEB-2008	29-OCT-2007	13-DEC-2007	29-OCT-2007	26-APR-2008
Kelk, J.	06-MAR-2007		17-OCT-2007	01-DEC-2007		
Leeker, R.			29-OCT-2007	13-DEC-2007	14-NOV-2004	
Mccomas, J.	09-MAY-2007	*05-NOV-2007*	26-OCT-2007	10-DEC-2007	26-OCT-2007	23-APR-2008
Mcneil, J.	20-NOV-2002		27-JUN-2007			
Mohr, R.	23-AUG-2007	19-FEB-2008	17-OCT-2007	01-DEC-2007	03-OCT-2007	31-MAR-2008
Stilwell, S.	23-AUG-2007	19-FEB-2008	11-OCT-2007	*25-NOV-2007*	08-JUN-2007	05-DEC-2007
Verville, J.	23-AUG-2007	19-FEB-2008	18-OCT-2007	02-DEC-2007	09-SEP-2007	07-MAR-2008

Report Created: 11/1/2007 Using CSV file dated: 11/1/2007 10:01:14 A

SOF CURRENCY REPORT

Prepared: 11/1/2007 **As Of:** 11/1/2007 10:01:14 A

Name/Event	ID	Due In	Remarks
ABELL, JOHN			
PREC APPR	AP01	OverDue	INCR PWC+1 DAY VFR REQUAL/ WCUR PILOT
SOF CURR	GS61	OverDue	NEED SUPERVISED SOF TOUR
LANDING CURRENC	LD01	1	GETTING CLOSE
NIGHT LAND CURR	LD02	OverDue	MUST FLY DAY LANDING
IP CURRENCY	SR13	6	GETTING CLOSE
DEMANDING SORTI	SX13	OverDue	1000' MINIMUM ALT REQUAL WITH IP/SQ SUP
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
NVG EVENT	VT36	OverDue	>120 RECUR W FLT>180 RECUR W/IP + ACA
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
ALLEN, DAVID			
PREC APPR	AP01	28	GETTING CLOSE
PHYSICAL	PP01	30	GETTING CLOSE
NVG ACADEMICS	XNVAC	Due	GETTING CLOSE
BARRITT, DARRIN			
PREC APPR	AP01	26	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
CANTWELL, SEAN			
PREC APPR	AP01	25	GETTING CLOSE
LOWAT	RB31	18	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
CHRISTIAN, JOHN			
PREC APPR	AP01	26	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
CIMA, COLLIN			
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
DASUTA, STEPHEN			
PHYSICAL	PP01	30	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
NVG EVENT	VT36	3	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
DELONG, RYAN			
NIGHT LAND CURR	LD02	1	GETTING CLOSE
DEMANDING SORTI	SX13	1	GETTING CLOSE
NVG EVENT	VT36	4	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
DEMILLIANO, STEVEN			
PREC APPR	AP01	30	GETTING CLOSE
PHYSICAL	PP01	30	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
DRAKE, REED			
LOWAT	RB31	27	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
EAVES, KENNETH			
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR

Report Created: 11/1/2007 Using CSV file dated: 11/1/2007 10:01:14 A

SOF CURRENCY REPORT

Prepared: 11/1/2007 **As Of:** 11/1/2007 10:01:14 A

Name/Event	ID	Due In	Remarks
FLANAGAN, MICHAEL			
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
NVG EVENT	VT36	4	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FRANCIS, MICHAEL			
LOWAT	RB31	28	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
HARRELL, MICHAEL			
PREC APPR	AP01	27	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
HRUSKA, JOSEPH			
FCF	SC01	OverDue	REQUAL IAW ANGI 21-4.12.3.7
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
HURLEY, JAMES			
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
JURRIES, MICHAEL			
LOWAT	RB31	29	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
KAMP, BRIAN			
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
KELK, JON			
NVG EVENT	VT36	OverDue	>120 RECUR W FLT>180 RECUR W/IP + ACA
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
LEEKER, ROBERT			
SOF CURR	GS61	OverDue	NEED SUPERVISED SOF TOUR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
MARTYN, ROBERT			
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
MCCOMAS, JAMES			
NVG EVENT	VT36	5	GETTING CLOSE
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
MOHR, ROBERT			
LOWAT	RB31	26	GETTING CLOSE
FCF	SC01	OverDue	REQUAL IAW ANGI 21-4.12.3.7
IP CURRENCY	SR13	30	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
STILWELL, STEPHEN			
PREC APPR	AP01	25	GETTING CLOSE
NIGHT LAND CURR	LD02	10	GETTING CLOSE
DEMANDING SORTI	SX13	10	GETTING CLOSE
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
VERVILLE, JEFFREY			
FORM T/O TOTAL	TO06	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR
FORM LAND TOT	XTFLD	OverDue	REQUAL ON WING OF IP/SQ SUPERVISOR

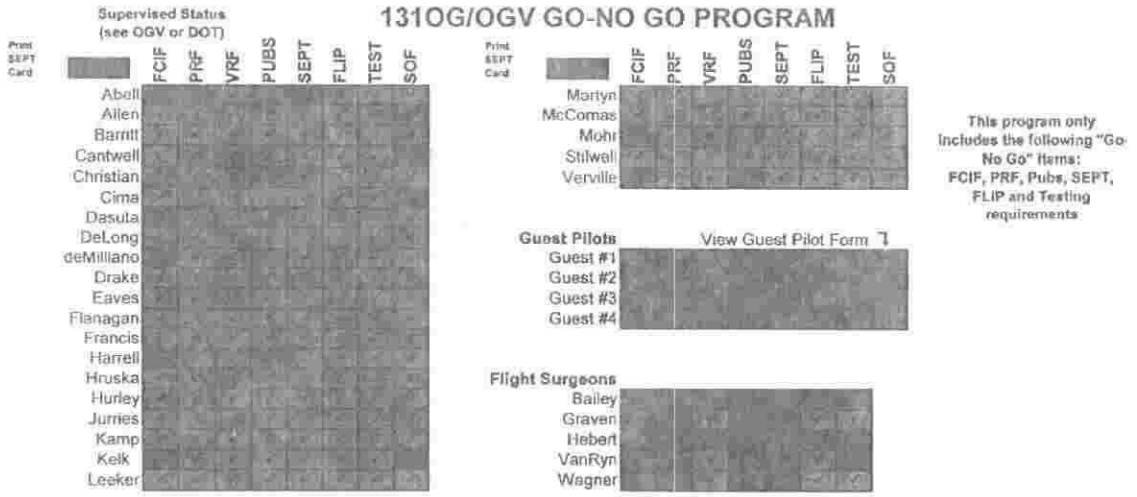
Report Created: 11/1/2007 Using CSV file dated: 11/1/2007 10:01:14 A

RESOURCE REPORTS

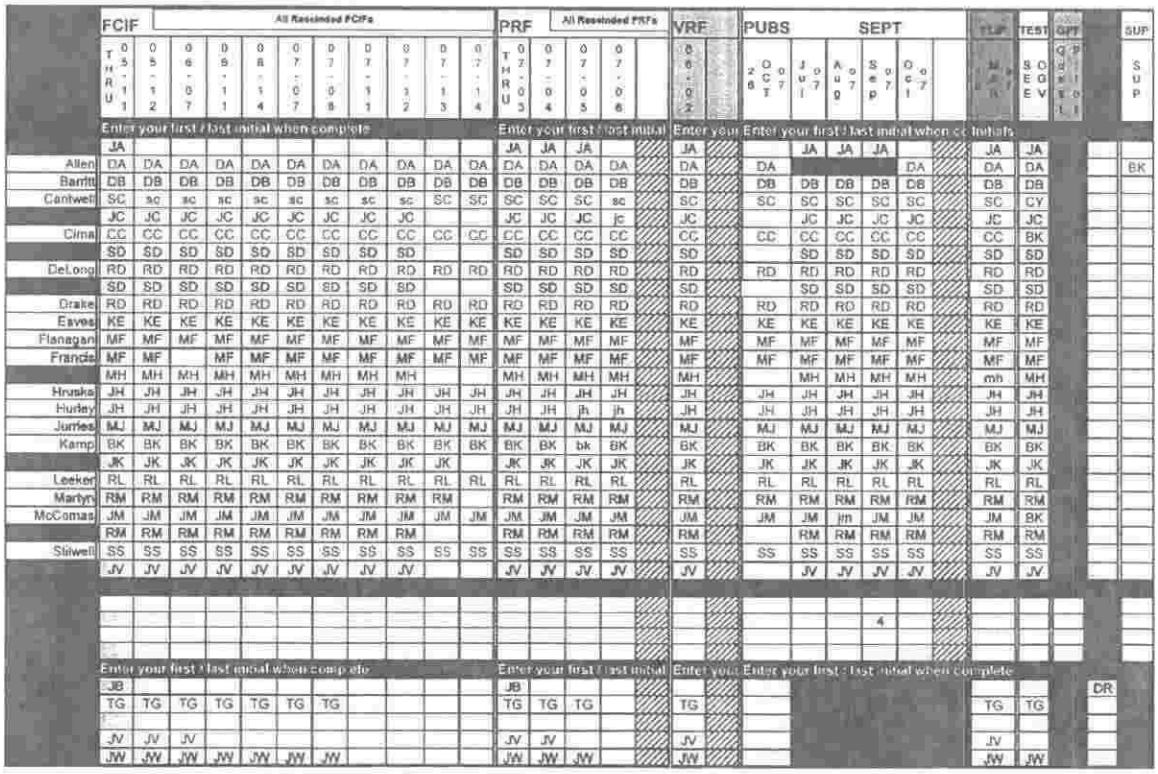
NAME	Flight Physical	Altitude Chamber	Records Review
ABELL, JOHN	30-APR-08	31-JAN-10	30-APR-08
ALLEN, DAVID	30-NOV-07	31-OCT-10	
BARRITT, DARRIN	29-FEB-08	31-JAN-09	29-FEB-08
CANTWELL, SEAN	30-NOV-07	30-JUN-09	30-NOV-08
CHRISTIAN, JOHN	30-NOV-08	31-JAN-10	30-NOV-08
CIMA, COLLIN	31-AUG-08	30-JUN-08	31-AUG-08
DASUTA, STEPHEN	30-NOV-07	31-MAR-09	30-NOV-08
DELONG, RYAN	30-JUN-08	31-JAN-12	30-JUN-08
DEMILLIANO, STEVEN	30-NOV-07	31-OCT-10	30-NOV-08
DRAKE, REED	31-OCT-08	30-APR-11	31-OCT-08
EAVES, KENNETH	31-AUG-08	31-MAR-10	31-AUG-08
FLANAGAN, MICHAEL	31-JAN-08	31-OCT-08	31-JAN-09
FRANCIS, MICHAEL	29-FEB-08	31-JUL-09	29-FEB-08
GRAVEN, TIMOTHY	31-JUL-08	28-FEB-09	31-JUL-08
HARRELL, MICHAEL	31-OCT-08	30-JUN-11	31-OCT-08
HRUSKA, JOSEPH	31-MAY-08	31-MAR-10	31-MAY-08
HURLEY, JAMES	31-MAY-08	31-OCT-08	31-MAY-08
JURRIES, MICHAEL	31-MAR-08	31-OCT-10	31-MAR-08
KAMP, BRIAN	31-MAR-08	31-JAN-11	31-MAR-08
KELK, JON	31-MAR-08	28-FEB-09	31-MAR-08
LEEKER, ROBERT	31-MAR-08	31-JAN-10	31-MAR-08
MARTYN, ROBERT	31-DEC-07	30-JUN-10	31-DEC-08
MCCALL, MATTHEW	31-MAY-08	31-OCT-11	31-MAY-04
MCCOMAS, JAMES	30-SEP-08	31-MAR-10	30-SEP-08
MOHR, ROBERT	31-MAR-08	30-JUN-11	31-MAR-08
STILWELL, STEPHEN	30-NOV-07	31-JUL-10	30-NOV-08
VANRYN, JACQUES	31-JUL-08	31-JUL-10	31-JUL-08
VERVILLE, JEFFREY	31-DEC-07	30-APR-09	31-DEC-08
WAGNER, JASON	31-JUL-07	31-AUG-08	31-JUL-06

110 FS
Grounding Items
01-NOV-07 05.39.07 PM
3 Stars = Overdue 2 Stars = w/i one month 1 Star = 3 Months
Ensure posted at the Ops desk DAILY

	ALT CHAMBER		EGRESS		FLT REC REVW		PHYSICAL	
	PP11		LL02		RR01		PP01	
	Due Date	Flag	Due Date	Flag	Due Date	Flag	Due Date	Flag
0110FTRSQ								
Abell, J.	31-JAN-2010		30-SEP-2008		30-APR-2008		30-APR-2008	
Allen, D.	31-OCT-2010		31-OCT-2008			###	30-NOV-2007	
Barritt, D.	31-JAN-2009		29-FEB-2008		29-FEB-2008		29-FEB-2008	
Cantwell, S.	30-JUN-2011		30-JUN-2008		30-NOV-2008		30-NOV-2008	
Christian, J.	31-JAN-2010		31-JUL-2008		30-NOV-2008		30-NOV-2008	
Cima, C.	30-JUN-2008		30-JUN-2008		31-AUG-2008		31-AUG-2008	
Dasuta, S.	31-MAR-2009		30-APR-2008		30-NOV-2008		30-NOV-2007	
Delong, R.	31-JAN-2012		30-JUN-2008		30-JUN-2008		30-JUN-2008	
Demilliano, S.	31-OCT-2010		29-FEB-2008		30-NOV-2008		30-NOV-2007	
Drake, R.	30-APR-2011		30-APR-2008		31-OCT-2008		31-OCT-2008	
Eaves, K.	31-MAR-2010		29-FEB-2008		31-AUG-2008		31-AUG-2008	
Flanagan, M.	31-OCT-2008		30-APR-2008		31-JAN-2009		31-JAN-2008	
Francis, M.	31-JUL-2009		31-JUL-2008		29-FEB-2008		29-FEB-2008	
Harrell, M.	30-JUN-2011		31-JUL-2008		31-OCT-2008		31-OCT-2008	
Hruska, J.	31-MAR-2010		31-AUG-2008		31-MAY-2008		31-MAY-2008	
Hurley, J.	31-OCT-2008		30-APR-2008		31-MAY-2008		31-MAY-2008	
Jurries, M.	31-OCT-2010		29-FEB-2008		31-MAR-2008		31-MAR-2008	
Kamp, B.	31-JAN-2011		30-JUN-2008		31-MAR-2008		31-MAR-2008	
Kelk, J.	28-FEB-2009		31-MAR-2008		31-MAR-2008		31-MAR-2008	
Leeker, R.	31-OCT-2008		31-JUL-2008		31-MAR-2008		31-MAR-2008	
Martyn, R.	31-OCT-2010		31-AUG-2008		31-DEC-2008		31-DEC-2007	*
Mccomas, J.	31-MAR-2010		31-JUL-2008		30-SEP-2009		30-SEP-2008	
Mohr, R.	30-JUN-2011		29-FEB-2008		31-MAR-2008		31-MAR-2008	
Stilwell, S.	31-JUL-2010		30-SEP-2008		30-NOV-2008		30-NOV-2007	
Verville, J.	30-APR-2009		30-JUN-2008		31-DEC-2008		31-DEC-2007	*



11/2/2007 11:00 AM



11/2/200711:00 AM

	~~30 Oct~~ (NOV) August	SEP	OCT	NOV	LAST 3
Abell, John R.	6	6	0	0	6
Allen, David	0	0	3	1	4
Barritt, Darrin L.	6	5	7	0	12
Cantwell, Sean	16	9	9	0	18
Christian, John J.	8	4	7	0	11
CIMA, COLLIN	9	10	6	0	16
Dasuta, Stephen R.	11	2	6	0	8
Delong, Ryan H.	6	6	3	0	9
Demilliano, Steven J.	12	7	8	0	15
Drake, Reed C.	11	1	11	0	12
Eaves, Kenneth S.	10	6	20	0	26
Flanagan, Michael E.	15	9	6	1	16
Francis, Michael J.	12	4	11	1	16
Harrell, Michael W.	7	5	9	0	14
Hruska, Joseph G.	13	2	17	1	20
Hurley, James A.	0	9	6	1	16
Jurrien, Michael A.	13	7	18	1	26
Kamp, Brian J.	17	6	13	1	20
Kelk, Jon K.	7	5	8	0	13
Leeker, Robert L.	2	6	5	0	11
Martyn, Robert	7	4	6	0	10
Mccarus, James M.	8	9	8	1	18
Mohr, Robert C.	16	5	8	0	13
Stilwell, Stephen W.	7	9	1	0	10
Vervier, Jeffrey A.	9	5	7	0	12

Major Stilwell only flew 1 time in November because he was deployed to Langley. See next document:

Line	Rotation	Last Name, First Name, Middle I	CMAS 07	CMAS 08	ARRIVAL DATE	DEPARTING DATE	Rank	Wing	Wing MPF Code	Social Security #
1	C	Guthrie, Scott S.	NA	Y	04-Oct-07	20-Oct-07	SMSgt	131FW	F8	
2	C	Rolwes, Steven J.	NA	Y	03-Oct-07	20-Oct-07	CMSgt	131FW	F8	
3	C	Barks, Melvin A. Jr.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
4	C	Dilley, Michael A.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
5	C	Johnson, Philip B.	NA	Y	03-Oct-07	20-Oct-07	SSgt	131FW	F8	
6	C	Noll, Jennifer	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
7	C	Boehmer, Jeremy C.	NA	Y	03-Oct-07	20-Oct-07	SSgt	131FW	F8	
8	C	Hamilton, Jonathan T.	NA	Y	03-Oct-07	20-Oct-07	SrA	131FW	F8	
9	C	Debrecht, Robert J.	NA	Y	03-Oct-07	20-Oct-07	MSgt	131FW	F8	
10	C	Houberg, Ryan L.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
11	C	Betes, Daniel F.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
12	C	Wilson, Rodney M.	NA	Y	03-Oct-07	20-Oct-07	MSgt	131FW	F8	
13	C	Staples, Richard B.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
14	C	Washington, Antonio J.	NA		04-Oct-07	20-Oct-07	SSgt	131FW	F8	
15	C	McDaniels, Gale	NA	AGR	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
16	C	Schelp, Nathan E.	NA	Y	04-Oct-07	20-Oct-07	TSgt	131FW	F8	
17	C	Grant, Joseph R.	NA	Y	03-Oct-07	20-Oct-07	SMSgt	131FW	F8	
18	C	Springer, William E.	NA	Y	03-Oct-07	20-Oct-07	MSgt	131FW	F8	
19	C	Becker, Kenneth J.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
20	C	Liebman, Ryan P.	NA	Y	03-Oct-07	20-Oct-07	A1C	131FW	F8	
21	C	Rawie, John M.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
22	C	Tyler, Jeffrey S.	NA	Y	03-Oct-07	20-Oct-07	SSgt	131FW	F8	
23	C	Bowen, Kevin C.	NA	Y	03-Oct-07	20-Oct-07	TSgt	131FW	F8	
24	C	Fowler, Terry L.	NA	Y	03-Oct-07	20-Oct-07	SMSgt	131FW	F8	
25	C	Savio, Joseph A. III	NA	Y	03-Oct-07	20-Oct-07	MSgt	131FW	F8	
26	C	Dooley, Bryan E.	NA	Y	04-Oct-07	20-Oct-07	TSgt	131FW	F8	
27	C	Riley, Alan	NA	Y	03-Oct-07	20-Oct-07	MSgt	131FW	F8	
28	C	Moore, Jack J.	NA	Y	03-Oct-07	20-Oct-07	SrA	131FW	F8	
29	C	Bennett, David A.	NA	Y	03-Oct-07	20-Oct-07	MSgt	131FW	F8	
30	C	Haynes, Jonathan T.	NA	Y	04-Oct-07	20-Oct-07	SSgt	131FW	F8	
31	C	Davis, Benjamin B.	NA	Y	03-Oct-07	20-Oct-07	SSgt	131FW	F8	
32	C	Cantwell, Sean D	NA	Y	03-Oct-07	20-Oct-07	1Lt	131FW	F8	
33	C	Cima, Collin M. D.	NA	Y	03-Oct-07	20-Oct-07	Capt	131FW	F8	
34	C	Dasuta, Stephen R.	NA	Y	03-Oct-07	20-Oct-07	LtCol	131FW	F8	
35	C	DeLong, Ryan H.	NA	Y	03-Oct-07	20-Oct-07	LtCol	131FW	F8	
36	C	Flanagan, Michael E	NA	Y	03-Oct-07	20-Oct-07	LtCol	131FW	F8	
37	C	Stilwell, Stephen W.	NA	Y	03-Oct-07	20-Oct-07	Maj	131FW	F8	
38	C	Ehlers, Rachel A	NA		15-Oct-07	20-Oct-07	SSgt	131 FW	F8	

White, Jay L.

G2. FLIGHT EVALUATION RECORDS

RECORD OF EVALUATION

NAME (Last, First Middle Initial)	SSN
Stilwell, Stephen W	

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (Unit)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (Unit)
	Annual Review	18 Jan 07					
F-15C	MSN	14 Apr 07	1 (110FS)				
F15C	INSTM/QUAL	10 Aug 07	1 (110FS)				

AF IMT 942, 20030501, V1 PREVIOUS EDITIONS ARE OBSOLETE

RECORD OF EVALUATION

NAME (Last, First, Middle Initial): Stilwell, Stephen W.

SSN:

TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (UNIT)	TYPE AIR-CRAFT	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL (UNIT)
--------	Assigned to	325 FW	----------				
F-15C	INIT INSTM/ QUAL	20 Aug 99	1 (AETC)				
	ACC/ANG						
	Initial Review	10 Jan 00					
F-15A	INTL MSN	8 Jun 00	1 (110 FS)				
F-15A	INSTM/QUAL	15 Dec 00	1 (110 FS)				
	Annual Review	10 Jan 01					
F-15A	N/N MSN	3 Nov 01	1 (110 FS)				
	Annual Review	26 Feb 02					
F-15A	INSTM/QUAL	14 May 02	1 (110 FS)				
	Annual Review	16 Jan 03					
F-15A	MSN	12 Feb 03	1 (110 FS)				
F-15A	INSTM/QUAL	20 Oct 03	1 (110 FS)				
	Annual Review	16 Jan 04					
F-15A	MSN	13 Jul 04	1 (110 FS)				
F-15C	INSTM/QUAL	7 Dec 04	1 (110 FS)				
	Annual Review	7 Jan 05					
F-15C	MSN	16 Nov 05	1 (110 FS)				
	Annual Review	12 Jan 06					
F-15C	INSTM/QUAL	3 Mar 06	1 (110 FS)				

THIS SPACE OBSOLETE SEE NEXT PAGE

THIS SPACE OBSOLETE SEE NEXT PAGE

AF FORM 942, 20021101 (EF-V1) PREVIOUS EDITIONS ARE OBSOLETE.

FEF/FORM 8 DISCREPANCY LOG (Stilwell)	
Date	**Discrepancy Found (MFR N/R) and Corrective Action Taken**
16 Jan 03	AF Form 8 (14 May 02) – IRC should read "Instrument"
16 Jan 03	AF Form 8 dated 8 Jun 00 – Crew Position should read "F15A/MP"
16 Jan 04	AF Form 8 dated 3 Nov 01 – Flight Examiner's ORG should read "110FS/DO"
16 Jan 04	AF Form 8 dated 12 Feb 03 – Flight Examiner's ORG should read "110FS/DO"
7 Jan 05	AF Form 8 (13 Jul 04) – Examiner's Remarks section A should have "8mm Assessed" under weapons employment; however, it is referenced in the summary.

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 10 Aug 07

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	GRADE	SSAN
Stilwell, Stephen W	MAJ	

ORGANIZATION AND LOCATION	ACFT/CREW POSITION	ELIGIBILITY PERIOD
110FS, Lambert IAP, MO	F-15C/MP	Mar 07 - Aug 07

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
Open Book	09 Jun 07	100	INSTM/QUAL	08 Aug 07
Closed Book	09 Jun 07	100		
Instrument	09 Jun 07	100		
EPE	10 Aug 07	1		

QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	☐ YES ☒ NO	DUE DATES: N/A
1			DATE ADDITIONAL TRAINING COMPLETED: N/A
EXPIRATION DATE OF QUALIFICATION: Jan 09			

COMMENTS (If more space is needed, continue on reverse)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NON-CONCUR	CHECK: EXAMINEE	SIGNATURE	DATE
1	FLIGHT EXAMINER Reed C. Drake, Lt Col	110 FS / DO	☐	☐	☒	Reed Drake	15 AUG 07
2	REVIEWING OFFICER Christopher L. Young, Lt Col	110 FS FLT / CC	☒	☐	☐		15 Aug 07
3	FINAL APPROVING OFFICER Michael E. Flanagan, Lt Col	110 FS / CC	☒	☐	☐		29 Aug 07

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
6SEP07	Seven W. Stilwell, Maj	

AF IMT 8, 19850501, V8 — PREVIOUS EDITION WILL BE USED.

AF IMT 8 CONTINUATION SHEET

EXAMINER'S REMARKS:

A. Mission Description. Mission briefed and flown (in conjunction with a BFM sortie) round robin from Lambert-St. Louis IAP to the Lindbergh MOA (for TAC maneuvering) with a drop-in at Scott AFB (BLV) for multiple approaches. The Examinee flew as number one and the SEFE as number two. Mission elements included the following: flight planning; normal briefing; single-ship take-off; standard instrument departure; in-flight checks; systems check; point to point navigation; G-awareness exercise; similar BFM in Lindbergh airspace; and a battle damage assessment. Approaches were flown with the SEFE in chase via TACAN penetration to a normal localizer (low approach), vectors to a simulated single engine ILS approach (missed approach), followed by a no flap overhead at BLV. Recovery via radar vectors to Lambert IAP for an overhead full stop. The mission concluded with a normal debrief.

B. Discrepancies. None

C. Recommended Additional Training. None

D. Additional Comments.
Area 15, Unusual Attitudes, was not accomplished in-flight due to single-seat aircraft, but was evaluated during the EPE, 10 Aug 07.
Area 45, Precision Approach (PAR), was not accomplished in-flight due to non-availability, but was evaluated during the EPE, 10 Aug 07.

V6

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 14 Apr 07

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	GRADE	SSAN
Stilwell, Stephen W	MAJ	

ORGANIZATION AND LOCATION	ACFT/CREW POSITION	ELIGIBILITY PERIOD
110FS, Lambert IAP, MO	F-15C/MP	Nov 06 - Apr 07

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE
EPE	14 Apr 07	1	MSN	13 Apr 07

QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	☐ YES ☒ NO	DUE DATES: N/A
1			
EXPIRATION DATE OF QUALIFICATION: Sep 08			DATE ADDITIONAL TRAINING COMPLETED: N/A

COMMENTS (If more space is needed, continue on reverse)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: NON-CONCUR	CHECK: NOT REQUIRED	SIGNATURE	DATE
1	FLIGHT EXAMINER Michael E. Flanagan, LtCol	110 FS / CC	☐	☐	☒		17 Apr 07
2	REVIEWING OFFICER Christopher L. Young, LtCol	110 FS FLT / CC	☒	☐	☐		18 Apr 07
3	FINAL APPROVING OFFICER Robert C. Mohr, Col	131 OG / CC	☒	☐	☐		18 APR 07

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
18 Apr 07	Stephen W. Stilwell, Maj	

AF IMT 8, 19850501, V6 — PREVIOUS EDITION WILL BE USED.

AF IMT 8 CONTINUATION SHEET

EXAMINER'S REMARKS:

A. Mission Description. Examiner's Remarks:

A. Mission Description. Mission instructed and flown as a 2 v X ACT/DCA sortie against F-15s simulating Su-30 MKK (AA-10C / AA-11s) dual role threat. The Examinee flew as number one and the SEFE as number two. Mission elements included pre-mission prep, DCA brief, single-ship take-off, standard instrument departure to the Red Hills MOA, in-flight checks, close, route, spread & tactical formation work, weapons system check, G-awareness exercise, a 25 minute vulnerability period in a DCA role, battle damage assessment, and VFR RTB to Lambert Field for an overhead full stop. The tactical portion included radar work, commit assessment and decision, intercept geometry to ensure target protection, radar targeting direction, ID/ROE, reset cap management, short-range radar, offensive maneuvering and defensive response. The mission concluded in a debrief utilizing 8mm tape review stations. Mission results: no Blue-Air losses and no enemy bombs on target.

Weapons Employment	Taken	Valid
AIM-120	6	6
AIM-9	2 (8mm Assessed)	2

B. Discrepancies. None

C. Recommended Additional Training. None

D. Additional Comments. None

V6

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 3 Mar 06

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	GRADE	SSAN:
Stilwell, Stephen W.	Maj	
ORGANIZATION AND LOCATION	**ACFT/CREW POSITION**	**ELIGIBILITY PERIOD**
110 FS LAMBERT IAP, MO	F-15C/MP	Nov 05 - Apr 06

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION / CHECK	DATE	GRADE	MISSION / CHECK	DATE
Closed Book	11 Jan 06	100	INSTM/QUAL	3 Mar 06
Open Book	11 Jan 06	100		
Instrument	11 Jan 06	100		
EPE	16 Feb 06	1		

QUALIFICATION LEVEL		RESTRICTION	ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED	(Explain in Comments)	DUE DATES
1		☐ YES ☑ NO	N/A
EXPIRATION DATE OF QUALIFICATION: Aug 07			DATE ADDITIONAL TRAINING COMPLETE: N/A

COMMENTS (If more space is needed, continue on reverse)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: CONCUR	CHECK: DO NOT CONCUR	CHECK: REMARKS	SIGNATURE	DATE
1	FLIGHT EXAMINER Michael E. Flanagan, Lt Col	110 FS / CC			X		13 MAR 06
2	REVIEWING OFFICER Christopher L. Young, Maj	110 FS FLT / CC	X				13 MAR 06
3	FINAL APPROVING OFFICER Robert C. Mohr, Lt Col	131 OG / CC	X				13 MAR 06

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
13 Mar 06	Stephen W. Stilwell, Maj	

AF FORM 8 MAY 85 — COMPUTER GENERATED

Examiner's Remarks:

A. Mission Description. Mission briefed and flown (in conjunction with a BFM sortie) round robin from Lambert-St. Louis IAP with a drop-in at Spirit airport (SUS) for multiple approaches. The Examinee flew as number one and the SEFE as number two. Mission elements included the following: flight planning; normal briefing; formation take-off; radar vectors to SUS for approaches; radar vectored departure; in-flight checks; systems check; point to point navigation; G-awareness exercise; similar BFM in Lindbergh airspace; and a battle damage assessment. Approaches were flown with the SEFE in chase via radar vectors to simulated single engine ILS (low approach), radar vectors to a no-flap Localizer (missed approach), followed by a closed pattern to a visual overhead low approach at Spirit. VFR recovery to Lambert IAP for a full stop. The mission concluded with a normal debrief.

B. Discrepancies. None

C. Recommended Additional Training. None.

D. Additional Comments.

Area 15, Unusual Attitudes, was not accomplished in-flight due to single-seat aircraft, but was evaluated during the EPE, 16 Feb 06.

Area 42, Instrument Penetration was planned, briefed and attempted in flight, but was not accomplished due to non-availability. Instrument Penetration was evaluated during the EPE, 16 Feb 06.

Area 45, Precision Approach (PAR), was not accomplished in-flight due to non-availability, but was evaluated during the EPE, 16 Feb 06.

CERTIFICATE OF AIRCREW QUALIFICATION

DATE COMPLETED: 16 Nov 05

I. EXAMINEE IDENTIFICATION

NAME (Last, First, Middle Initial)	GRADE	SSAN:
Stilwell, Stephen W.	Maj	
ORGANIZATION AND LOCATION	**ACFT/CREW POSITION**	**ELIGIBILITY PERIOD**
110 FS LAMBERT IAP, MO	F-15C/MP	Jul - Dec 05

II. QUALIFICATION

GROUND PHASE			FLIGHT PHASE	
EXAMINATION / CHECK	DATE	GRADE	MISSION / CHECK	DATE
EPE	27 Oct 05	1	MSN	16 Nov 05

QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING
QUALIFIED	UNQUALIFIED		DUE DATES
1		☐ YES ☑ NO	N/A
EXPIRATION DATE OF QUALIFICATION: Apr 07			DATE ADDITIONAL TRAINING COMPLETE: N/A

COMMENTS (If more space is needed, continue on reverse)

III. CERTIFICATION

	TYPED NAME AND GRADE	ORGANIZATION	CHECK: GENERAL	CHECK: SEC FLT	CHECK: CONCUR	SIGNATURE	DATE
1	FLIGHT EXAMINER Michael E. Flanagan, Lt Col	110 FS / CC			X		17 NOV 05
2	REVIEWING OFFICER Christopher L. Young, Maj	110 FS FLT / CC	X				18 NOV 05
3	FINAL APPROVING OFFICER Robert C. Mohr, Lt Col	131 OG / CC	X				18 Nov 05

I CERTIFY that I have been briefed and understand the action being taken this date.

DATE	TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE
18 NOV 05	Stephen W. Stilwell, Maj	

AF FORM 8 MAY 85 — COMPUTER GENERATED

Examiner's Remarks:

A. Mission Description. Mission briefed and flown as a 4 v X DCA sortie against F-15s simulating Su-27 (AA-10C / AA-11s) AND Mig-27 (Bombs / AA-11s) threat. The Examinee flew as number one and the SEFE as number three. Mission elements included pre-mission prep, DCA brief, single-ship take-off, standard instrument departure to the Lindbergh MOA, in-flight checks, close, route, spread & tactical formation work, weapons system check, G-awareness exercise, a 25 minute vulnerability period in a DCA role, battle damage assessment, and VFR RTB to Lambert Field for an overhead full stop. The tactical portion included radar work, commit assessment and decision, intercept geometry to ensure target protection, radar targeting direction, ID/ROE, reset cap management, short-range radar, offensive maneuvering and defensive response. The mission concluded in a debrief utilizing 8mm tape review stations. Mission results: 8-kills, no Blue-Air losses and no enemy bombs on target.

Weapons Employment	Taken	Valid
AIM-120 (8mm Assessed)	3	3

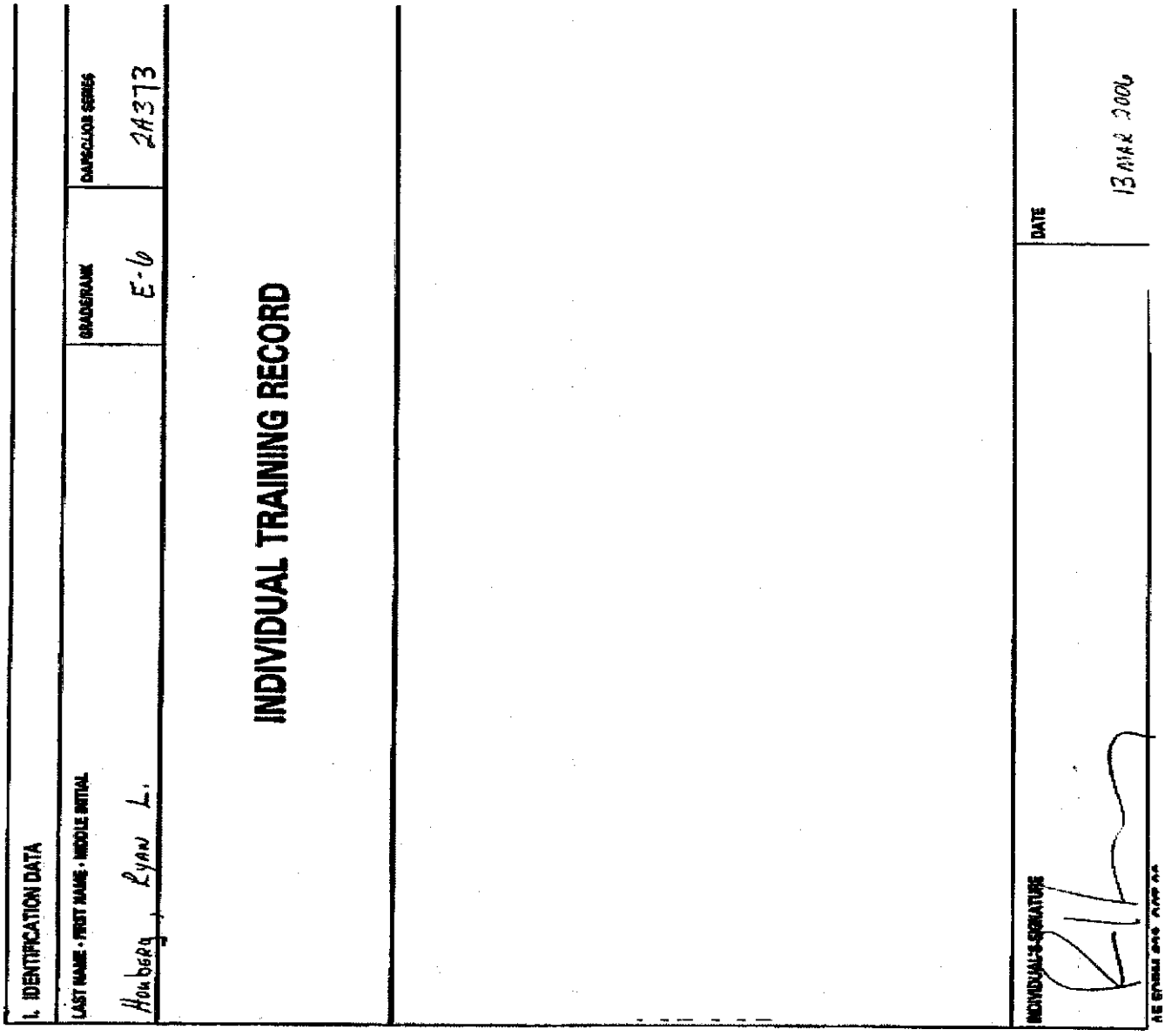
B. Discrepancies. None

G3. MAINTENANCE TRAINING RECORDS

G3.1 TSgt Ryan Houberg Training Records

A. Training records for pertinent maintenance personnel where reviewed and no training deficiencies were noted. Maintenance personnel included crew chiefs and End of Runway crew which all performed maintenance actions on mishap aircraft within past 24 hours of mishap.

* TSgt Ryan L. Houberg, Crew Chief, AFSC 2A373



II ECI/CDC PARTICIPATION, ETC.

COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE COMP (MO/YR) C	COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE/COMP (MO/YR) C
2A353A F-15 MAINT. JOURNEYMAN	3	10/01			
COURSE 1 AIRMAN LEADERSHIP SCHOOL	3	06/04			
2A373 FIGHTER MAINT. CRAFTSMAN	3	07/05			
2AX7X MAINT. MANAGEMENT	2	02/06			

III FORMAL TRAINING

COURSE NUMBER AND TITLE	DATE COMPL	COURSE NUMBER AND TITLE	DATE COMPL
(CDCT) J3AQR2A333A002 FIGHTER MAINT. APP.	Sept 00		
(HOT) J3AQP2A333A002 FIGHTER MAINT. APP.	Oct 00		
J3ACR2A373A-025A F-15 CONVERSION	Mar 06		

STS 2A3X3A/B/J

PROFICIENCY CODE KEY

Name Of Trainee		
Printed Name (Last, First, Middle Initial) Houberg Ryan L.	Initials (Written) RH	SSAN
Printed Name Of Training/Certifying Official And Written Initials		
N/I Robert J. Debrecht RD	N/I	
N/I Kristopher A Jones KAJ	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	

G3.2 MSgt Robert C. Weber Training Records

* MSgt Robert C. Weber , Crew Chief, AFSC 2A373

I. IDENTIFICATION DATA		
LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
WEBER, Robert C.	E-7	2A373

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE
[signature]	13 MAR 2007

II — ECI/CDC PARTICIPATION, ETC.

COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE COMP (MO/YR) C	COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE/COMP (MO/YR) C
COURSE 6A NCO ACADEMY	2	06/92			
COURSE 6D NCO ACADEMY	4	12/93			
42652 JET ENG. SPEC.	5	09/88			
00G NCO ACADEMY 3PME 99995 SCH.	4	09/94			
2A353A FIGHTER MAINT. JOURNEYMAN	3	08/97			
2A373A FIGHTER MAINT. CRAFTSMAN	4	01/98			
SNCO PME	5	01/07			

III — FORMAL TRAINING

COURSE NUMBER AND TITLE	DATE COMPL	COURSE NUMBER AND TITLE	DATE COMPL
4ASF45204A003 ENGINE TECH F-15	OCT 91		
4A[illegible] [illegible] WPNS [illegible] PCG-13	JAN 92		
I[illegible]-1 [illegible] SAFETY	NOV 94		

STS 2A3X3A/B/I

PROFICIENCY CODE KEY

Name Of Trainee		
Printed Name (Last, First, Middle Initial) WEBER, ROBERT C.	Initials (Written) [illegible]	SSAN

Printed Name Of Training/Certifying Official And Written Initials	
N/I BRYAN H. DURBIN BHD	N/I
N/I Kristopher A Jones KAJ	N/I
N/I B[illegible] Dooley BD	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I
N/I	N/I

G3.3 TSgt Ed Fattmann Training Records

* TSgt Ed Fattmann, Crew Chief, EOR leaderman, AFSC 2A353

I. IDENTIFICATION DATA		
LAST NAME - FIRST NAME - MIDDLE INITIAL Fattmann Jr Edward	GRADE/RANK E-6	DAFSC/JOB SERIES 2A353

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE

II ECI/CDC PARTICIPATION, ETC.

COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE COMP (MO/YR) C	COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE/COMP (MO/YR) C
2A353	3	Apr 03			
Course 1	3	Jan 06			
2A373	3	May 06			
2AX7A	2	Jan 07			

III FORMAL TRAINING

COURSE NUMBER AND TITLE	DATE COMPL	COURSE NUMBER AND TITLE	DATE COMPL
J38QR2A33A 002 Fighter A/C Maint. Appl. F-15C/D	16 Jan 02		
J38HSP2A33A 002 Fighter A/C Maint Appl F-15 Hot	14 Feb 02		

STS 2A3X3A/B/J

PROFICIENCY CODE KEY

Name Of Trainee		
Printed Name (Last, First, Middle Initial) Fattmann, Edward M. Jr.	Initials (Written) EMF	[illegible]
Printed Name Of Training/Certifying Official And Written Initials		
N/I Robert J. Debrecht RJD	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	

19

Attachment 1

G3.4 MSgt Robert G. Francis Training Records

* MSgt Robert G. Francis, Crew Chief, EOR crew member, AFSC 2A373

I. IDENTIFICATION DATA		
LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
Francis Robert G. Jr.	E-6	2A373

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE

18	ECI/CDC PARTICIPATION, ETC.				
COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE COMP (MO/YR) C	COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE/COMP (MO/YR) C
2A353	3	2/98			
Course 1	2	2/99			
2A373A	4	3/00			
Course 6	4	4/04			

19	FORMAL TRAINING		
COURSE NUMBER AND TITLE	DATE COMPL	COURSE NUMBER AND TITLE	DATE COMPL
F-15 MRT Acft Training J3ABP2A333-002	1/97		
4AJ5752X-000 Task Cert.	9/98		
J3ACR2A373A-000 A/C custom	12/00		

STS 2A3X3A/B/J

PROFICIENCY CODE KEY

Name Of Trainee		
Printed Name (Last, First, Middle Initial) Francis Robert G. Jr.	Initials (Written) RGF	SSAN
Printed Name Of Training/Certifying Official and Written Initials		
NIT Robert J. Albrecht RJA	NIT	
NIT Bryan Dooley BD	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	
NIT	NIT	

G3.5 SrA Kevin Kloefkorn Training Records

* SrA Kevin D. Kloefkorn, Crew Chief, EOR crew member, AFSC 2A353

I. IDENTIFICATION DATA		
LAST NAME - FIRST NAME - MIDDLE INITIAL Kloefkorn Kevin D	GRADE/RANK SRA	DAFSC/JOB SERIES 2A353M

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE
K D K	12 Dec 03

II ECI/CDC PARTICIPATION, ETC.

COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE COMP (MO/YR) C	COURSE NUMBER AND TITLE A	NO. OF VOLUMES B	DATE/COMP (MO/YR) C
2A353A	3	Jun 2005			

III FORMAL TRAINING

COURSE NUMBER AND TITLE	DATE COMPL	COURSE NUMBER AND TITLE	DATE COMPL
Fighter Acft Main. Apprentice (F-15) J3ABP2A353A 004	Apr 04		
J3AQR2A373A 003	Mar 04		

STS 2A3X3A/B/J

PROFICIENCY CODE KEY

Name Of Trainee		
Printed Name (Last, First, Middle Initial) Blackburn Kevin D	Initials (Written) KK	SSAN
Printed Name Of Training/Certifying Official And Written Initials		
N/I Robert J. Lovett RJL	N/I	
N/I Tyson P Gibson TPG	N/I	
N/I Kenneth S Ekdahl KSE	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	
N/I	N/I	

Attachment 1

G3.6 AF Form 623 MFR

MEMO FOR RECORD 11 December 2007

SUBJECT: Certification of AF Forms 623

I have reviewed the Training Records (AF Forms 623) for the below listed personnel and certify that they are all current in regards to aircraft mishap which occurred on 2 November 2007 in Dent County Missouri.

MSgt Robert C. Weber, Jr.
MSgtRobert G. Francis
TSgt Ed Fattmann
TSgt Ryan Houberg
SrA Kevin Kloefkorn

ROBERT T. BOTKIN, Major, FIANG
AIB Maintenance Representative

TAB H

EGRESS ANALYSIS

INTENTIONALLY

LEFT

BLANK

H1. EGRESS ANALYSIS OF ESCAPE SYSTEM

Analysis of Escape System

Mishap Aircraft: F-15C, 80-0034

Mishap Date: 2 November 2007

Investigator: John D. Messina, CAD/PAD Equipment Specialist,

I. INTRODUCTION: The following pertains to an F-15C that crashed approximately 80 miles southwest of St Louis Int'l Airport, MO. The pilot initiated a successful Mode III ejection and was recovered. The aircraft impacted the ground and was destroyed. An evaluation of the ejection system components was conducted to confirm the system performed as designed.

II. BACKGROUND: The ejection system for the F-15C aircraft is designed to function as follows; pulling either or both ejection control handles actuates two JAU-8/A25 initiators. The JAU-8/A25 initiator mounted on the left side of the seat provides gas pressure to actuate the inertia reel gas generator and a gas-to-Shielded Mild Detonation Cord (SMDC) initiator. The second JAU-8/A25 initiator mounted on the right side of the seat provides gas pressure to actuate a second gas-to-SMDC initiator and a 0.75 second time delay initiator. The inertia reel gas generator provides gas pressure to function the inertia reel, which retracts and holds the pilot in position during the ejection sequence. The primary gas-to-SMDC initiator ignites the SMDC lines which shuttle the sequence valve and actuates the canopy remover. The secondary gas-to-SMDC initiator is a back-up and ignites SMDC lines which actuates the canopy remover. The canopy remover extends hitting the catcher's mitt on the canopy, unlocking and removing the canopy from the aircraft. As the canopy clears the aircraft a lanyard attaching the canopy to the canopy actuated initator is pulled. The canopy actuated initiator ignites SMDC lines which pass through the previously shuttled sequence valve to the SMDC-to-gas initiator. Gas pressure from the SMDC-to-gas initiator actuates the rocket catapult. Should the primary system fail, gas pressure from the previously actuated 0.75 second time delay initiator will actuate the rocket catapult. The rocket catapult propels the seat/aircrew away from the aircraft and provides gas pressure to actuate the recovery sequencer on the seat. The recovery sequencer sends electrical current to actuate the pyrotechnic seat components, which provide seat stabilization, seat/man separation, and recovery parachute deployment in a timed sequence as described below.

A. The Advanced Concept Ejection Seat (ACES II) has three modes of operation. The recovery sequencer receives inputs of static and dynamic pressure from the environmental sensor to determine altitude and speed. With this information, the seat mounted recovery sequencer selects the proper ejection mode and the time sequence of events begins. See chart for Mode I, II and III timing parameters.

(1) Mode I: Operation is for ejection with speeds less than 250 Knots Equivalent Air Speed (KEAS) at sea level and for altitudes from ground level to 15,000 feet (MSL). Mode I differs from Modes II and III in that a Mode I ejection does not deploy the seat

drogue parachute, thereby reducing the time required for personnel recovery parachute deployment and inflation.

(2) Mode II: Operation is for ejection when speeds exceed 250 KEAS at sea levels or exceed Mode I parameters. During Mode II, the seat drogue parachute deploys, stabilizes and slows the seat prior to deployment of the personnel recovery parachute. Once the recovery parachute mortar is fired (propelling the recovery parachute away from the seat), both drogue severance cutters fire, releasing the seat drogue to prevent entanglement with the recovery parachute. With the recovery parachute deployed, the seat/pilot separation and parachute descent follow.

(3) Mode III: Operation is for ejection at altitudes greater than 15,000 feet (MSL) or for speeds that exceed Mode II. Once the seat has cleared the aircraft, the seat drogue is deployed; however, deployment of the personnel recovery parachute is delayed until altitude conditions of Mode II are met. Once the seat/pilot mass descends to or below 15,000 feet (MSL), the sequence of events occur as described for Mode II.

Typical Event	Mode I	Mode II	Mode III
Rocket catapult fires	0.00	0.00	0.00
Drogue deploys	NA	0.17	0.17
STAPAC ignites	0.18	0.18	0.18
Parachute deploys	0.20	1.17	*
Drogue releases from seat	NA	1.32	*
Seat releases from pilot	0.45	1.42	*
Parachute inflates	1.80	2.80	*
Survival equipment deploys	5.50	6.30	*
*Sequence is interrupted until seat crosses Mode III boundary, then deploys parachute after a 1.0 second delay			

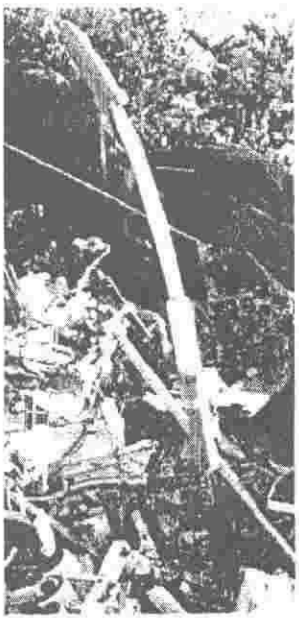
III. EVALUATION: The ejection seat and other escape system components were recovered from the mishap site and the following observations were noted. The aft lower right hand corner of the seat had significant impact damage and ground scarring. The ejection seat bucket was torn away from the seat back. The right ejection handle was cracked and the left ejection handle was broken free from the seat upon ground impact. The lap belt webbing had tears adjacent to the buckle on both sides. The left headrest pad was not found. The adhesive on the headrest where the pad attaches was intact indicating a failure of the bond line between the pad and the adhesive. There was a crack on the aft left side of the headrest and a scrape forward and left of the seat parachute pitot tube receptacle. The recovery parachute container was found suspended in a tree. The left pitot tube had a mechanical impact mark and the tube brace and attaching rivet were broken and had rotated in the aft direction. The aircraft canopy was recovered in several pieces at the crash site. The transparency was shattered and the forward canopy rails, bow and arch were broken away from the aft section of the frame. The aft canopy hinge latches showed normal release with very minor indentation scar on the aft face of the right hinge pivot point. Examination of the catchers mitt revealed no witness mark from the canopy thruster. The canopy actuated initiator was torn from the bulkhead where it attaches and was not recovered. The

canopy actuated initiator lanyard remained attached to the canopy structure, but was severed just above the actuation sear pins and the sear pins were not recovered. X-rays taken of the sequence valve reveal that the sequence valve received an explosive input from the canopy actuated initiator prior to ejection initiation. The pyrotechnic panels were recovered from the forward fuselage crash site. The following pyrotechnic components were evaluated and found to have functioned as designed:

A. 2 each JAU-8/A25 Initiators, fired.

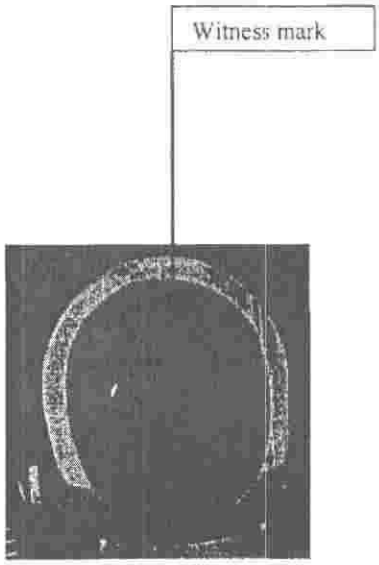
B. 2 each Gas to SMDC Initiators, fired.

C. 1 each Canopy Thruster, fired. The canopy thruster fully extended however there was no witness mark on the catcher's mitt.



Canopy Thruster

Catchers Mitt from mishap aircraft



Example of witness mark on Catchers Mitt

D. 1 each Internal Canopy Jettison Initiator, backfired through SMDC.

E. 1 each External Canopy Jettison Initiator, backfired through SMDC.

F. 1 each SMDC Sequencer (Shuttle Valve), functioned as designed.

G. 1 each Inertia Reel Gas Generator, fired and both inertia reel straps were fully retracted.

H. 1 each CKU-5B/A Ejection Seat Rocket Catapult, fired.

I. 1 each Gyro Spin-up Cartridge fired.

J. 1 each Vernier Rocket Motor, fired.

K. 1 each Harness Release Cartridge, fired (thruster fully extended).

L. 2 each Parachute Mortar Cartridges, primary fired, secondary mortar cartridge not fired and was removed by egress at the crash site for safe transport of the ejection seat. The Secondary Mortar Cartridge is in possession of 131st FW Egress Shop for safe storage.

M. 2 each Drogue Severance Assemblies, fired.

N. 2 each 1.15 Second Delay Reefing Line Cutters, fired.

O. 1 each 4.0 Second Delay Survival Kit Locking Cord Cutter, fired.

P. 1 each Recovery Sequencer, functioned as designed.

Q. 1 each Drogue Gun Cartridge, fired.

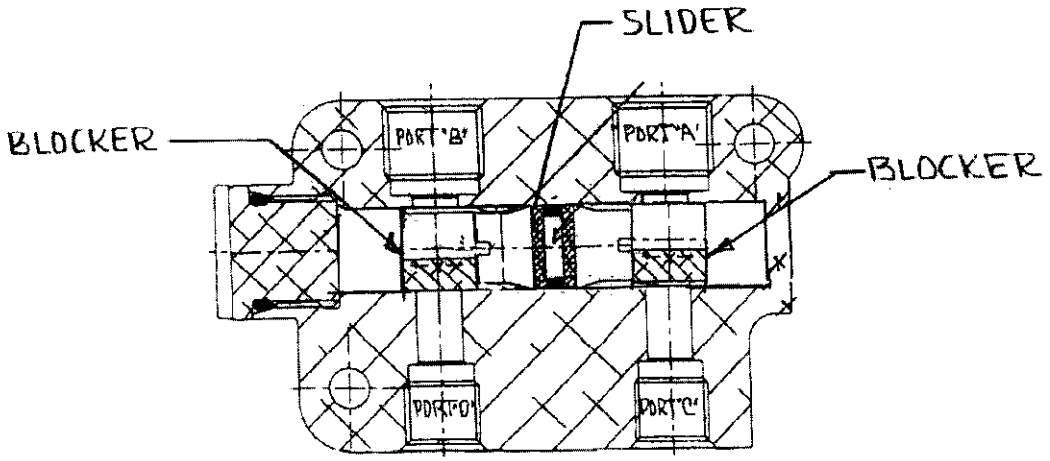
R. 1 each Emergency Power Supply, not fired. Removed by egress at the crash site for safe transport of ejection seat. The lanyard attachment ring to the emergency power supply was elongated/stretched by ground impact. The Emergency Power Supply is in possession of 131st FW Egress Shop for safe storage.

S. 2 each Universal Water Activated Release System (UWARS), not fired, both UWARS units passed the post ejection Built in Test (BIT) check. The UWARS are in possession of 131st FW Egress Shop for safe storage.

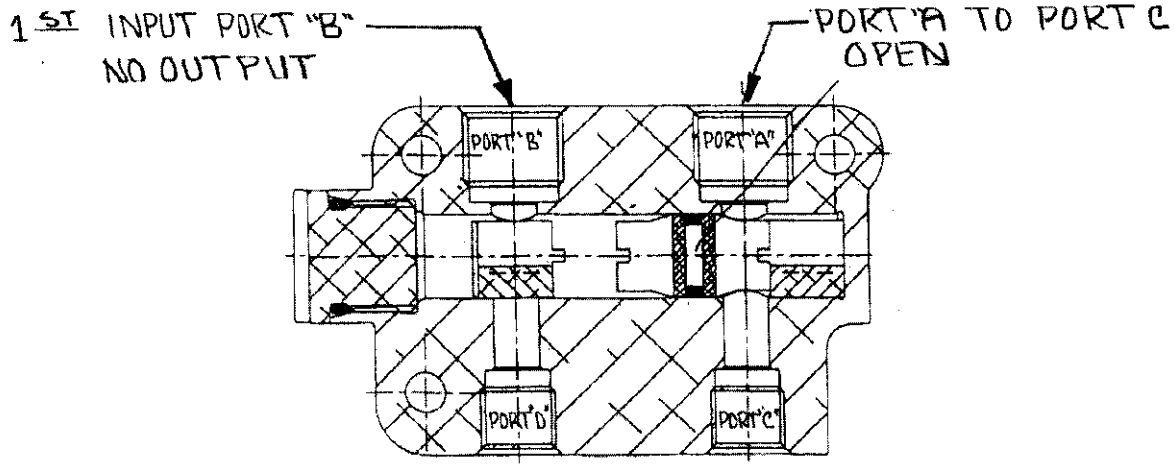
IV. DETERMINATION: The results of this evaluation confirmed the ejection system performed as designed when the pilot commanded ejection in the mode III range. The position of the sequence valve internal blockers and the lack of a witness mark in the catcher's mitt indicate the canopy departed the aircraft prior to the ejection sequence being initiated. Damage to the seat structure is consistent with ground impact. Mechanical damage observed on the left pitot tube indicates it was struck by an object in the aft direction.

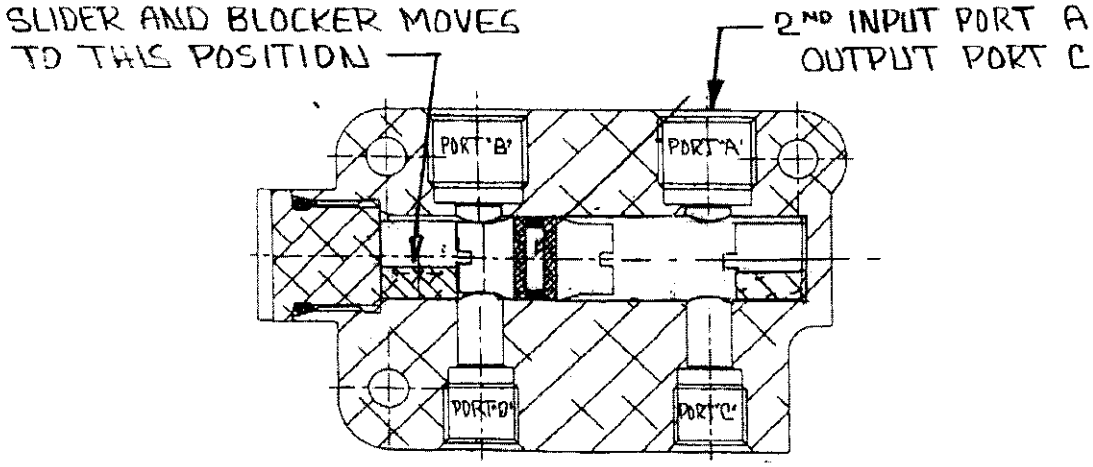
V. EQUIPMENT SENT FOR ADDITIONAL ANALYSIS: The Sequence Valve was sent to Mr. John Fair at Scot Inc for digital x-ray. Mr Fair's commercial phone number is The Sequence Valve along with a CD of the digital x-ray will be returned to the Accident Investigation Board immediately upon completion. The ejection seat, parachute container, lap belts, flight suit, combat edge vest, and helmet have been sent to the Life Sciences Laboratory Brooks City-Base for further analysis. The POC at the lab is Mr. John Goines
commercial phone

John D. Messina



INITIAL POSITION OF COMPONENTS





OPERATIONAL SEQUENCE P/N 6120400

IT APPEARS PORT "D" SMDC FIRED INTO THE BLOCKER BECOMING A INPUT; TIMING OF THIS EVENT IS UNKOWN HOWEVER WOULD HAVE TO MATCH WITH BLOCKED OVER SMDC TIP

H2. LIFE SUPPORT MEMBER CHECKLIST QUESTIONS

MISHAP INFORMATION:
A. Type Aircraft: ***F-15C*** Tail Number: ***80-0034***

B. Date and time of accident: ***2 Nov 2007 Approx 1000***

C. Location (Lat/Long): *Mark Twain National Forest near Boss, MO*

D. Unit Designation: ***MOANG, 131 FW / 110 FS***

E. Pilot Name***: Maj. Steve Stilwell***

PERSONNEL EQUIPMENT – HELMET AND MASK

A. Equipment data
   1. Helmet type and size***: HGU-55/P / Large***
   2. Mask type and size: ***MBU-20/P / Large wide***
   3. Were inspections current: ***Yes***
   4. Was equipment technically correct: ***Yes***

B. What is the overall condition of helmet and mask***: Helmet has Small marks on the left side, right side, and back.***

C. Was helmet retained during ejection: ***Yes***

D. Was Oxygen hose connected/ Condition: ***Yes / Hose was broken off at threads next to elbow.***

E. Oxygen Regulator settings***: PBG, Normal and Normal on oxygen.***

F. Status of Visor/chinstrap before and after ejection: ***Chin strap cut off by paramedics. Dual Visors used, Both visors broke in half at center and ripped off helmet as well as ripped away from one and other.***

G. Status of mask and bayonets before and after ejection: ***Mask in good shape after ejection/hose broke off.***

H. Describe any problems associated with the Helmet and mask during the ejection: ***Oxygen hose broken at the threaded connection at elbow, broken during ejection.***

PERSONNEL EQUIPMENT – HARNESS

A. Harness Type: ***PCU-15/P***

B. Were inspections current: ***Yes***

C. Was equipment technically correct: ***Yes***

D. Describe any problems associated with the harness or hardware during the ejection: ***No evidence of any problems.***

PERSONNEL EQUIPMENT – G-SUIT

A. Suit type and size***: CSU-13/P / Medium Long***

B. Was inspection current: ***Yes***

C. Was equipment technically correct: ***Yes***

D. Was suit properly fitted: ***Yes***

E. What is overall condition of suit (describe damage): ***Good condition***

F. Describe any problems associated with the G-suit during ejection***: Right leg zipper slide ripped off and found in cockpit wreckage***

PERSONNEL EQUIPMENT – FLIGHT CLOTHING

A. Flight suit type: ***CWU-27/P***

B. Size***: 44R***

C. Condition: ***Left Sleeve pocket half ripped off***

D. Sleeves up/down: ***Down***

E. Describe any damage***: Sleeve pocket ripped half off / shredded.***

F. Jacket Type: ***No jacket worn***

G. Jacket size: ***N/A***

H. Condition: ***N/A***

I. Describe any damage: ***N/A***

J. Gloves type: ***Not found?***

K. Glove size:

L. Condition:

M. Describe any damage:

N. Boots Type*:* ***Danner Gore-tex***

O. Boot Size*:* ***9 ½ D***

P. Condition*:* ***Normal wear / no damage from ejection***

NIGHT VISION DEVICES

A. Were NVD's implicated as a factor in the mishap sequence: ***No, day mission***

B. Were NVD's expected to be used by this crewmember during flight*:* ***No***

C. Was crewmember wearing/using an NVD during the mishap: ***No***

D. Was the use of NVD's by this crewmember, a factor in mishap: ***N/A***

E. NVD sorties/hours crewmember has flown in the last 7, 14, 30, 60, 90, 120 days*:* ***N/A***

F. Total NVD sorties crewmember has flown: ***N/A***

G. Was crewmember current on required NVD training: ***N/A***

H. Was NVD training completed by crewmember appropriate and adequate for the mission requirements attempted*:* ***N/A***

EJECTION SEQUENCE

A. Why did Pilot decide to eject: ***Jet breaking up / out of control.***

B. Did he delay the ejection for any reason: ***No***
   1. If Yes, explain why

C. What was method of ejection: ***Pulled ejection handle with right hand, left arm not working (injured).***

D. Explain body position at ejection*:* ***Forced to right and forward into instrument panel.***

E. What was the airspeed at time of ejection: ***440 kt***

F. What was altitude at time of egress/attempt: ***18,000 ft***

G. What was altitude at onset of the emergency: ***18,000 ft***

H. What was aircraft attitude at time of ejection, roll rate, Yaw, pitch angle, Explain: ***Felt a problem so knocked it off came out of a 7 G turn just got level when pilot had to eject.***

I. Were there any difficulties with operation of automatic equipment:
   1. Did canopy separate cleanly: ***No, Canopy ripped off prior to Pilot initiating ejection.***
   2. Was there any difficulty clearing cockpit: ***No***

J. Describe impression of ejection sequence:
   1. Pain: ***Yes, injured just before ejection.***
   2. Tumbling: ***Unknown***
   3. Opening shock: ***Yes***
   4. Wind blast: ***Yes***
   5. Free fall: ***Mode III ejection, fell in seat from 18,000 ft to approximately 15,000 ft***
   6. Other

K. Were there any problems with seat separation:
   1. Man/seat involvement: ***No***
   2. Seat/chute involvement: ***No***
   3. If yes, based on what evidence:

L. Describe post ejection sequence:
   1. Canopy checked for damage? ***Yes, no damage***
      a. Describe damage?
   2. Visor up: ***Visor lost during ejection***
   3. Mask discarded: ***No***
   4. Survival kit checked/deployed: ***Yes***
      a. How: ***Automatic deployment***
   5. Describe any problems with kit deployment: ***None***
   6. Life preserver inflated: ***N/A None worn, not an over water sortie***
   7. Any oscillation problems: ***No / Pilot did complain that the survival kit lanyard did keep hitting him in the leg.***
      a. How were they damped: ***Pilot did 2 line mod with right hand but left arm was dislocated and broken.***
   8. Was any personal equipment lost: ***No***

M. Was 4 line Modification accomplished
   1. How: ***With right arm did 2 line mod.***
   2. At what altitude: ***Below 15,000 ft***
   3. Any attempt to steer chute: ***Yes***

N. Describe landing sequence
   1. Wind direction and speed: ***light***
   2. Did pilot steer into wind: ***No / Steered for open area in trees.***
   3. Body position at ground impact: Pilot attempted a Parachute Landing fall but with his left arm dislocated and broken he steered his parachute to the right so he could do a PLF to the right.

4. Hand position at ground impact: ***Holding injured left arm, foot and knees together and bent.***
5. Describe Parachute Landing Fall (PLF): ***PLF to the right to protect injured left arm.***

O. Parachute separation
   1. Were there any riser release problems: ***Yes he was only able to release the right release because of injured left arm.***
   2. Was pilot dragged: ***Yes a few feet then he came to rest, winds were light.***
   3. How far: ***About 4-5 feet, estimate.***

P. Describe any injuries incurred during egress, parachute opening or landing: ***Injured before ejection initiated. Minor bruises from PLF.***

Q. Discuss any other problems or difficulties associated with egress: ***Could only use right hand to pull ejection handle, left arm injured.***

SURVIVAL

A. Which items were used: ***None, had difficulty getting into kit because of injuries.***
B. Describe any problems encountered: ***Because of injured left arm Pilot did move to find beacon and PRC-90 survival radio. Local resident that was first on the scene tried to help but didn't successfully use radio or turn off beacon.***
C. Any survival items lost: ***No***
D. Adequacy of survival equipment (positive or negative): ***Unknown***

RESCUE

A. Notification time of rescue unit
   1. How were they notified: ***Local residences called for Police and rescue as well as wingman's call.***

B. Rescue unit arrival time on scene: ***10-30 minutes after Pilot landed.***

C. Completion time of rescue: ***30 minutes and the Pilot was life Flighted to the hospital.***

D. Distance between rescue unit base and mishap: ***Life Flight service used.***

E. Time elapsed from landing to rescue: ***10-30 Minutes***

F. Environmental conditions at scene:
   1. Weather: ***50 Degrees and clear***
   2. Terrain: ***Rolling hills, farm land, and wooded.***

G. Type of rescue vehicles: ***Life Flight airlift to hospital.***

H. Number of rescue vehicles: ***Helicopter.***

I. Were there communications/coordination problems at rescue site: ***No***
1. Describe:

J. List personnel used (Fireman, PJs, M.D.): ***Local residents, Paramedics, Life Flight***

K. Describe Medical support given to survivor(s): ***Treated on scene for injuries and transported to Hospital via helicopter.***
1. On scene: ***Splint arm, treated for shock.***
2. Follow up: ***Treated dislocated shoulder and surgery to repair broken bone.***

L. Describe any problems encountered by rescue forces: ***Unknown***

M. Describe any additional problems encountered by survivor(s): ***None***

TRAINING

A. Was pilot properly trained: ***Yes***

1. Date of Combat Survival training: ***15 Dec 2003***
2. Date of last egress/hanging harness: ***30 Sept 2007***
3. Date of centrifuge training: ***15 Dec 1998***
4. Date of Physiological training: ***19 Jul 2005***
5. Date of other pertinent training:

B. Were there any problems with training in the use of any equipment: ***No***
1. Survival equipment
2. Egress equipment
3. Personnel equipment
4. Life Support equipment

SEAT INFORMATION

A. Ensure all ballistic/pyrotechnic devises have been safed before examining seat:
1. Did drogue gun fire: ***Yes***
2. Always assume an ejection attempt has been made until evidence proves otherwise.

B. Seat data
1. Seat manufacturer: ***See John Messina's egress system report Tab H.1.***
2. Are there any outstanding TCTOs:
3. Seat serial number:
4. Damage description:
5. Seat position relative to aircraft impact:
6. Shoulder straps condition: ***Excellent***